

Twice a Month!



messing about in BOATS

Volume 9 - Number 15

December 15, 1991



COMMENTARY



Published twice a month, 24 times a year. Subscription price is \$20 for 24 issues.

Address is "Boats", 29 Burley St., Wenham., MA 01984.

Telephone is (508) 774-0906.

Publisher & Editor, Bob Hicks

Our Next Issue...

Will feature Roland Evans "Journey of the Steamboat Tryall" that didn't fit into this issue, along with Dick Winslow's report on "The Baker River Bunch", a fall canoe outing. Scott Wolfe tells us in detail about building the classic "Moth" and reports on that boat's annual regatta in North Carolina. Larry Sedgewick's "Building my Baidarka" will finally make it, and will be accompanied by Steve Hansens's "Building my Bolger Pirogue". We'll look at Mac McCarthy's success at building strip canoes at his Feather Canoes, and Dave Mainwaring will take us on a short tour of small maritime museums. We plan to begin another of Gail Ferris' kayak expedition reports, this one a solo visit to Barrow, Alaska, the most northwestern point of North America, where two arctic oceans meet.

On the Cover...

Can he be serious? The tiny tug "Seaview II" noses up to the imposing "Russell, Jr." at the Boston Tugboat Muster, presumably to engage in a pushing contest. Lots of tug stuff in this issue from Hugh Ware.

A couple of issues ago I commented on some reader suggestions that I try to take up some of the slack that exists in small boat media with the conversion of the former "Small Boat Journal" into a power boat magazine. I explained at that time the difference in scale between what I do and what they did, but said I would be open to developing more of the "regular features" sort of thing on boats, gear, and ideas, if the material was to turn up here in sufficient quantity.

I have had further interesting input from readers in response to these remarks. Some are the techies who are into all the building and working on stuff with hardly a glance at articles about people paddling or rowing or sailing somewhere. Then there are those apparently quite content with the present format we provide, urging me to not try to become another "SBJ". The most common thread that runs through comments on renewal order forms is, "Don't change a thing!"

Well, I don't intend to make any sea changes in "Boats", but it has changed in detail as the issues pile up. With over 200 now behind us, a look back over several years shows that changes have taken place. The overall format has not changed much but details come and go. The very amorphous nature of the format is attractive to me, I would be bored if I knew what was going to be in the next several issues coming up. I like to serialize sometimes, if I have something suitable. I like to run some old time reprints from time to time. Most of all, though, I like to run your stories about what you are doing. And not just technical stuff, but the on-the-water stuff also.

As it happens I tend to spend more of my own time tinkering with my boats rather than paddling or sailing them. But I decided way back that if that was all there was

to messing about in boats, I would not need any magazines, but just a collection of existing books that can tell me anything I want to know about working on boats. I still have a few that are germane to my own particular interests, but have also read dozens of others over the past 15 or so years since I first discovered what fun this is, and I know that running technical stuff in a periodical is wasting space, as it is much more fully treated in books. And new books are constantly coming out on the subject of working on boats.

Where I do like to bring in what technical material I do is in the stories you send me on what you did, and how you did it. This introduces the human interest side that relieves the tedium of textbook how-to material. These stories also often bring out novel ways and original thinking that may not be found in the texts. And best of all, I like to hear about how whatever it is that you built or restored or whatever, works on the water afterwards, being used.

Next issue I'll give you a look at the array of articles already piled up here that will be turning up in our 1992 issues. There's an impressive variety and it grows weekly. As the magazine gains readers and advertising support, we contemplate the time arriving when we have to add another eight pages (the minimum financially feasible increase in size due to printing constraints). If we do enlarge it, when we can afford to do so, we still won't be changing its nature, just giving you more. Whatever may happen as to our taking up the slack from "SBJ's" demise, we won't become another consumer magazine. I would guess that instead of that, we'd just gather in those most useful and informative aspects of that former source for small boat nuts nationwide.



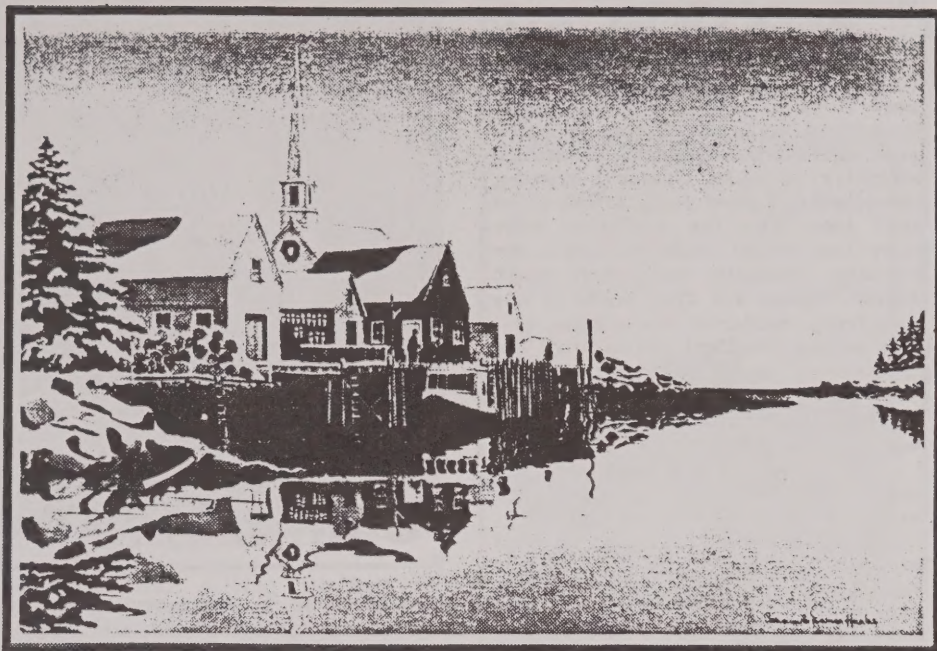
Give Christmas Gift Subscriptions to your friends who mess about in boats...

IT'S A GIFT THAT KEEPS ON COM-
ING, TWICE A MONTH ALL THROUGH
THE YEAR!

TO ORDER, COMPLETE AS MANY
OF THE FORMS AS YOU NEED (OR
COPIES OF THEM) AND SEND THEM
TO US WITH A CHECK FOR \$20 FOR
EACH GIFT SUBSCRIPTION ORDER.

WE WILL MAIL OUT THE GIFT
ANNOUNCEMENT CARDS IN TIME
FOR CHRISTMAS DELIVERY IF WE
HAVE YOUR ORDER IN OUR HANDS
NO LATER THAN DECEMBER 18TH.
IF YOU WISH, WE WILL SEND THE
ANNOUNCEMENT CARDS TO YOU IF
YOU PREFER TO PERSONALLY DE-
LIVER THEM.

ALL GIFT SUBSCRIPTIONS WILL
BEGIN WITH THE JANUARY 1, 1992
ISSUE UNLESS YOU SPECIFY OTH-
ERWISE.



GIFT SUBSCRIPTIONS ORDERED BY:

NAME: _____

MAIL ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

.....
GIFT FOR:

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

GIFT CARD SHOULD READ FROM: _____

☐ SEND GIFT ANNOUNCEMENT CARD TO ME

.....
GIFT FOR:

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

GIFT CARD SHOULD READ FROM: _____

☐ SEND GIFT ANNOUNCEMENT CARD TO ME

.....
GIFT FOR:

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

GIFT CARD SHOULD READ FROM: _____

☐ SEND GIFT ANNOUNCEMENT CARD TO ME

.....

messing
about in
BOATS

29 BURLEY ST. WENHAM, MA 01984

FINEST KIND OF TIME

I've been having the finest kind of time paddling my new Sealution SS sea kayak. What a pleasure it is to paddle a slim, sleek, Greenland style kayak that is quick and agile, yet possesses enough stability to make constant bracing unnecessary. Most kayaks I've tried that look like the Sealution have very low initial stability and a secondary stability that isn't much better. These are fine boats if one has truly mastered the eskimo roll and enjoys frequent visits with the fascinating creatures that inhabit the world just below the water's surface. Otherwise they tend to be anxiety arousing.

I talked with a woman at the Jersey Paddler's annual demo day and symposium on Barnegat Bay. She told me that paddling was all she really wanted to do and, as soon as her children were on their own, that was exactly what she was going to do. I told her that she suffered from a terrible addiction. "A wonderful addiction", was her reply.

She brought to mind a recent article in "Boats" about Jack Gates and his little sailing canoe, "Magic Piccolo". Having launched this cockleshell some 600 times in the past two years, Jack is certainly afflicted with this addiction, as are many of us who subscribe to "Boats". Robert Baker designed "Piccolo" as a "yacht for the common man", and that seems a key idea. Small boats are attainable and the pleasures they bring are easily achievable.

I once owned a diesel auxiliary sloop with a keel so deep that you couldn't see bottom even after you ran hard aground, which happened with some frequency. It took a couple of hours to set her up for a weekend cruise and that much again to leave her shipshape afterwards. In New Jersey in the summer one does not cruise in the traditional sense of that word; one competes for such thing as deep water anchorages and the right of way in dredged channels with a lot of people who haven't the slightest notion of what right of way means. I sold the sloop at considerable loss in mid-August one summer, close to twenty years ago, and I have not owned a boat over 18' since.

DRAGONWORKS, INC.

Importers of the Islander

Fiberglass & Plastic
Whitewater & Sea Kayaks
from U.K. & U.S.A.

Accessories • Tours • Instruction

RR 1, Box 1186

Bowdoinham, ME 04008

(207) 666-8481



And so it has come down to this; a sixteen-and-a-half foot, forty-five pound kayak and an Alden shell, with thinking now about a second hand canoe that could be adapted to rowing from both sliding and fixed seats, with enough volume to carry a passenger.

The infamous New Jersey "boat aimer", throttling his mega-horsepower marine missile, is pretty much gone from the scene now and won't re-appear again until next summer. Those left, fisher-folk and sailors mostly, are decent sorts who appreciate the right to a good day on the water. So let our season begin.

"Boats" has become a point of light for those of us who mess about in small craft. Thank you.

John Myers, Monmouth Beach, NJ.

AFTER 58 YEARS

Again a cover photo hit home for me meaningful to my sailing. The July 1st cover shows two dories in the gut between Conomo Point and Cross Island on the Essex River in Essex, Massachusetts, even showing the stone foundations of the inn that was on Cross Island. My uncle introduced me to sailing right there in 1933 from Robbins Island, just a high spot in the salt marsh, in a Swampscott dory with a sprit sail. I can still see that scene in my mind's eye after 58 years. I didn't get my own boat until 1964, 30 years after.

Bob Harris, Sunset, ME.

WINDWARD NEEDS CREW

"Windward", a Bolger designed three-masted sharpie schooner sailing out of Galesville, MD, on the Chesapeake, needs more crew persons to sail and maintain her. She's a solid boat with an active schedule. If you're interested, contact us now.

Potomac Maritime Historical Society, P.O. Box 20449, Alexandria, VA 22320, (703) 642-1466.

SMALL

DIRECTORIES

I am glad to state that my "Boat Wanted" idea ("Boats" Aug. 15, 1991) has resulted in correspondence with several builders. I've been defining my perfect boat through these contacts and am making some friends along the way. I hope to meet all these people in time.

I'd like to comment on the cost of obtaining such information. The builders are in business to make money as we acknowledge and are limited as to what they can offer without charge, obviously. However a prospective buyer needs to get some kind of feeling for how well his ideas mesh with those of the builders without having to lay out sizeable amounts of dollars up front. As a prospective buyer, I had little desire to send out \$5 checks for booklets of plans that may not contain anything of interest to me.

I think these independent builders need a more effective and low cost way to meet prospective buyers. A "Boats Wanted Built" column in your magazine would certainly help, as my request has helped me, but low cost follow-up is needed. Perhaps someone could organize a series of booklets, each based on a different type of boat, listing all builders who offer to build that particular type. The prospective buyer could send one small check to one central location and receive one booklet listing builders of the specified type of boat. For instance, if I were looking for a dory, my one check and letter would bring me a directory of all builders offering to build a dory.

This would require the builders to cooperate in supplying data to a centralized location, but in the long run could result in more business as it helps bring them together with customers.

John Smith, 194 Greylock Pkwy, Belleville, NJ 07109.

A HERCULEAN TASK

Here is my renewal for another year, I have been with you since you started (subscriber #178, ED.), and when I get my copy (usually late) amongst the bills, I get immediately into a good mood and dive right into it. You make my day.

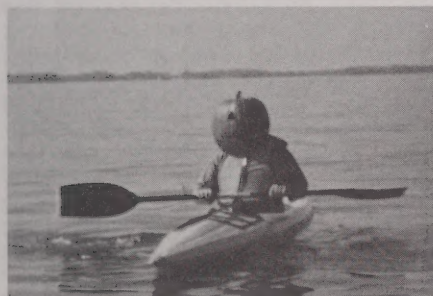
I often think of you all by yourself banging out the next issue and think of it being a Herculean task. What do you do when your are feeling sick? I can't imagine that you can say "the hell with it, I'm not going to do this next issue!". What do you do?

Anyway, stay well so I won't have to miss your wonderful work. Al Benusen, New York, NY.



START 'EM YOUNG

Here's a photo of my nephew, Ben Thompson, skippering his new rocking dory I designed and built for him. He's only 15 months old but instinctively knew what it was for and how to work it. I'll be building a lapstrake plywood skiff next, but because I'm lazy, it will



HALLOWEEN TALE

It was a fine fall day this past Halloween so I decided to mess about in my kayak on Alton Lake on the Mississippi River just north of St. Louis, MO. While paddling along enjoying the fall colors, I suddenly felt an acute headache. When this had passed, I noticed my reflection in the water. My head had turned into a huge pumpkin! I was looking at the world through triangular eyes and had this silly grin on my orange face.

It wasn't until I had gone home and locked myself in my house out of public view watching tv that, on the stroke of midnight, my head returned to its normal size and handsome shape.

David Allen, Godfrey, IL.

PROMISE FULFILLED

On of the things I promised myself last winter and spring while I was in Saudi Arabia was to build a small rowing/sailing boat light enough to cartop when I got back home. Well, I did it, and a story will be forthcoming in the future. Boy, did I miss "Messing About" while I was over there.

Mike Kent, Columbus, OH.

be fitted for sailing as well as rowing. It's called an Acorn Skiff, designed by Iain Oughtred, and is 11'9" LOA. The strongback's done and the molds are in progress. Now all I need is more spare time and more spare money (don't we all).

Clive Spedding, Hudson, NH.

WHAT A YEAR!

Blasphemy, racism, bad poetry, outraged indignation, and the "Incredible Beach Hauler". What a year, and twice a month at that. You've certainly come of age.

The other magazine had a dandy article by Peter Spectre on alternative methods of material procurement, akin to what we in our youth called, "Midnight Auto Supply". Perhaps he could be induced to contribute an occasional piece to "Boats", a suitable forum for his unprententious style.

It was good to see Tony Davis and his Arey's Pond Boatyard in a recent issue. Integrity, courtesy and enthusiasm should ensure his success.

Bill Woodhead, Charlestown, MA.

ED. NOTE: Peter Spectre has to earn a living and writing is how he does it, with commitments to several publications that pay handsomely for his work. He's a great booster for us but "pro bono" writing for us would be too much to ask.

Traditional Canoe Enthusiasts...

Join the **Wooden Canoe Heritage Association**, a non-profit membership association devoted to preserving, studying, building, restoring and using wooden, wood & canvas and birchbark canoes. Membership includes our quarterly journal, **Wooden Canoe**, annual Assembly notification, and access to hard-to-find books and supplies.

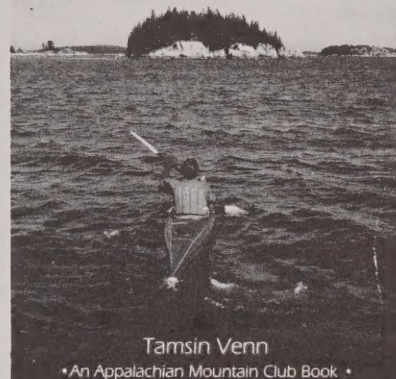
Write to us at:

Wooden Canoe Heritage Association
P.O. Box 226
Blue Mountain Lake, N.Y. 12812

HOLIDAY GIFT

FOR THE SEA KAYERS IN YOUR LIFE!

SEA KAYAKING ALONG THE NEW ENGLAND COAST



Tamsin Venn

•An Appalachian Mountain Club Book•

32 Trips

MAPS * CHART REFERENCES
MILEAGES * ACCESS * CAMPING
TIDE CONDITIONS * CAUTIONS
DETAILED DESCRIPTIONS

- 11 IN MAINE
- 3 IN NEW HAMPSHIRE
- 12 IN MASSACHUSETTS
- 3 IN RHODE ISLAND
- 3 IN CONNECTICUT

\$14⁹⁵

PLUS \$1.50
POSTAGE & HANDLING

Tamsin Venn

P.O. BOX 520, IPSWICH, MA 01938



BLUE HERON KAYAKS

"Let us help you select the right kayak"

Sea Kayaks by: Gillies, Haziner, Northwest, Wilderness Systems
Paddles by: Lendal, Mitchell, Sawyer,

Accessories by: Current Designs, Haziner, N*NE, NRS, Wilderness Systems
Hours by appointment
Lyme, CT 06371 (203) 434-7835

Paddle Baja!

Mid-Winter Adventures in February & March along the Baja Peninsula in the Sea of Cortez, Mexico. Paddle, snorkel, hike & relax!

EASea's Adventures are made up of all skill levels, designed for folks with a keen sense of adventure & a hardy respect for the environment.

1992 Mid-Winter Adventure Dates

2/22-3/1, 2/29-3/8, 3/7-15 & 3/14-22.

Please write or call for more information about EASea's Mid-Winter or Maine Adventures:



Explorers At Sea, Inc.

PO Box 469-H, Main St.
Stonington, ME 04681
(207) 367-2356

The EASea Store has moved to it's new location on E. Main St., Thurlow's Hill, Stonington.

We carry Dirigo & P&H Fiberglass Sea Kayaks; Kokatat & Extrasport Expedition Wear & much more! Visit (Grand Opening May '92) or Mail Order Now! EASea is a member of TASK, MITA & WEA of NY.

Illustration contributed by Christian Alexander, Nautical Art, Inc.



1991 BOSTON HARBOR TUGBOAT MUSTER AND PARADE

We were on the "Jason Reinauer", one of Boston Fuel Transportation's trim tugs, as guests of Captain "Jake" Tibbetts for the Seventh Boston Harbor Tugboat Festival. It was an August Saturday morning, the weather was bright and sunny and we had our cameras ready. "We" were Matt and Judy Lyon in from Richland, Washington, with their 1992 version of their "Tugboat & Towboat" calendar, (my wife, our middle son (the one who did a high-school project on Boston tugs and knew the "Jason" when it was Boston Towboat's "Walton"), and this reporter, along with other guests.

Our hosts on the "Jason" were Captain George Toomey and Mate Curt Duane, nearly identical in build, mustaches, Boston Fuel T-shirts and shorts, plus a crew of two deckhands and two engineers ("two shifts, six on, six off, for ten days").

...but First...

But we were not at the moment headed for the Muster. "We need a fourth boat for a job first," said the dispatcher, explaining that Coast Guard regulations require the presence of several tugs when a tanker goes up Chelsea Creek, a dog-legged, narrow passage that is lined with many of Boston's oil terminals and tank farms. We were thrilled, for this meant we would be on a tug at work. This would be a first for most of us, and wondrous indeed.

So the "Jason" headed down harbor to where the tugs "Karen Tibbetts" and "Vincent D. Tibbetts, Jr." idled near Logan Airport. Far down the harbor the tanker "Overseas Philadelphia" approached with "Matthew Tibbetts" close alongside after putting the docking



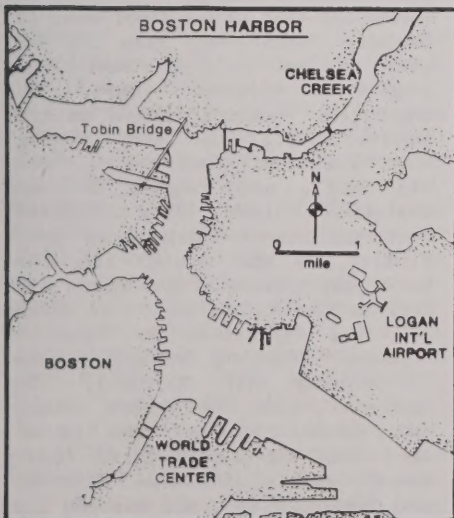
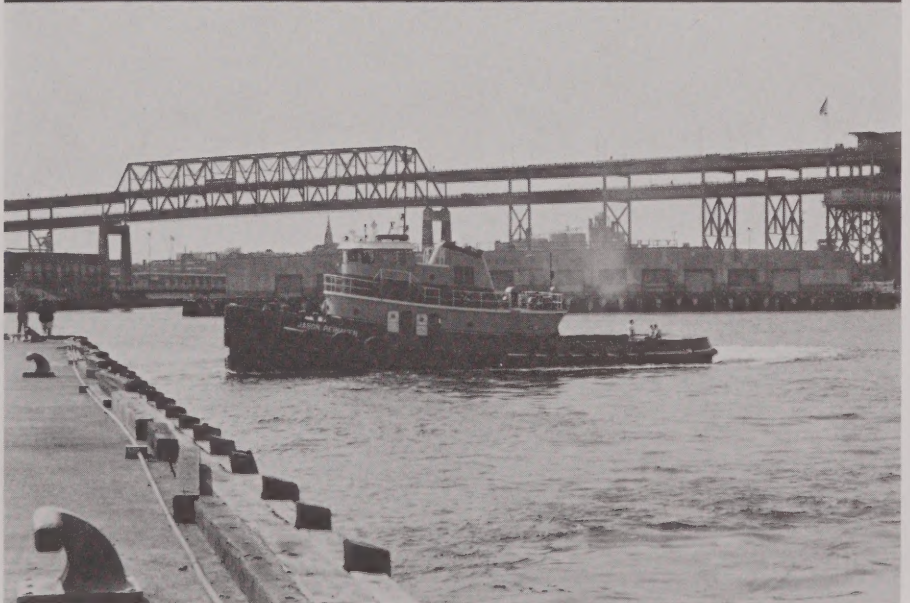
pilot on board. Off to starboard, we could see tugs gathering at the World Trade Center for the Muster, which would start in about an hour.

We joined the two waiting tugs, which had put nose unto nose and were trying to discover which one was weaker today. Then we took our turn at a push, pitting "Jason's" 2,000hp against "Vincent's" 3,000hp, with predictable results.

Soon the tanker drew near. It was good-sized for going up the Creek, some 42,600 deadweight tons, but partly loaded today and only drawing 26'. It was nice to learn that it had a double bottom to protect the already polluted Boston harbor in case of mishap.

We moved in just off the stern to starboard with "Karen" close by to port, both of us ready for action if needed. The little convoy would travel up the harbor, turn right just before reaching the towering Tobin Bridge full of Saturday morning traffic, and head up into Chelsea Creek.

Each bridge rose in plenty of time and the tanker slid through them nicely. The trip was routine and "Overseas Philadelphia" needed little help. "Karen" did give a short push to help the tanker line up for the second bridge but that assistance may not have been necessary. I couldn't see what the two front tugs were doing. Probably not much because they had to scoot out of the way to allow the tanker to slide through the creek's two narrow bridges. As soon as "Philadelphia" was through the second bridge, we spun on our stern and reversed course. As we steamed out to join the Muster, we passed Boston Line & Service's trim little "Eileen C." on her way to take ashore the tanker's heavy mooring lines.



Opposite page: "Karen Tibbetts" at work. Above from top: The tugs pull aside as the tanker slides through the bridge. "Eileen C." hurries up to handle the docking lines. "Jason Reinauer" was our "press boat" at this year's Muster.

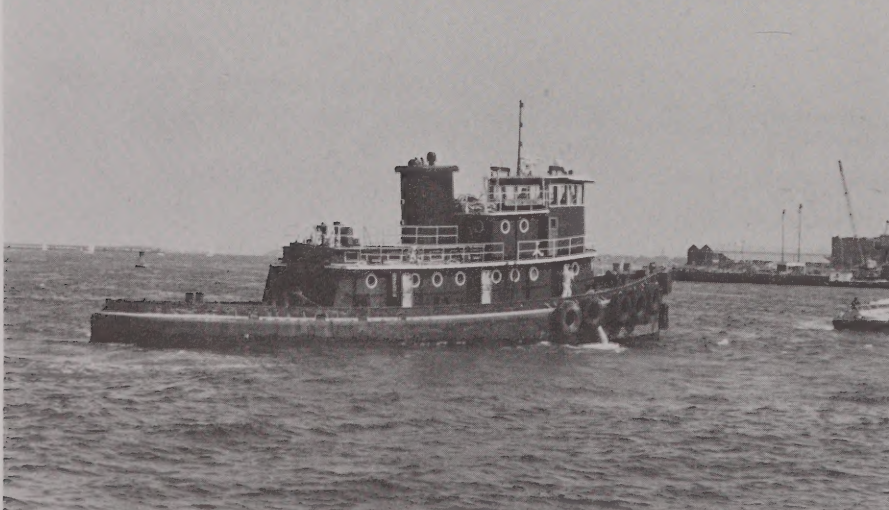
Now, on to the Muster

The Muster is an annual event, sponsored by the Boston/New England Chapter of the World Ship Society. As the title implies, it is a get-together for tugs and their crews, a chance to see the face behind the voice on the radio, an opportunity to push against a rival once again to see whose tug is mightier this year. In earlier years, tugs have made the trip to the Muster from Maine, southern Massachusetts and Rhode Island, and tugs that happened to be in port with a coastwise tow have also attended. All tugs are welcomed.

When we joined up, the parade had already started. We fell in at the end behind the gray and black "Nauset", an old tug that had been made into someone's family recreation vehicle (the professionals didn't like the way the upper deck had been continued out to the stern as a canopy, but it was neatly done). At the front of the long column of about twenty vessels was the Boston Fire Department's "Firefighter" doing its traditional water curtain act. As the parade reversed course at each end of the harbor, we could inspect and photograph each of the tugs as it passed.

Pride of the parade was the stately old "Saturn" of Eastern Towboat, obviously steam powered when younger. It was freshly and beautifully painted in a carefully considered color scheme of cream, gold, two shades of green and black. Even the tire bumpers along its sides were matched, all of the same size and type. "Saturn" looked gorgeous and belied its radio nickname of "Satan". It would win the award as "Best Big Tug". The smaller "C.E. Cenac, Jr." also looked refreshed and would win "Best Small Tug".

Bay State Towing had their big ex-Coast Guard tug "Russell, Jr." there but the Bay State Pier was almost empty. I wondered where the rest of the fleet was, especially "Joey", my host tug last year. "Adam J.", a "Best Small Tug" in bygone years, and fleet-mate "Guido", looked as trim as ever. "Big Toot" and "Viking" and "Quenames", last year's "Best Big Tug", and "Agnes G." and Cashman's little "Big Whizzer" (without Muster Chairwoman Jamie Findlay at the wheel, she must have been ashore at the Trade Center) passed in review. Two thirds of that irrepressible trio of "Success" (looking forward as usual to pushing with "Guido"), "Fort Andrews", and "Peddock's Island" were there, but where was the latter? Then Salem's pushboat "Emily Anne" and blue-housed "Hudson" and "Shipside #9", a little tug that



Above from the top: "Saturn" was "Best Big Tug" this year. Bay State Towing's "Leonard J." Cashman's "Staten Island" is an old New York railroad tug.

adds a splash of color every time I see it, and more yet.

Smallest in the parade by far was a saucy little toy tug, beautifully detailed down to a model radar atop the pilothouse, that came all the way down from New Hampshire (probably on a trailer). The skipper of "Seawise 18" peered out of his wheelhouse about thigh-high as the little craft bucked the wakes of the other tugs. His crew stood in the open door at the aft end of the deckhouse and somebody reported he was bailing!

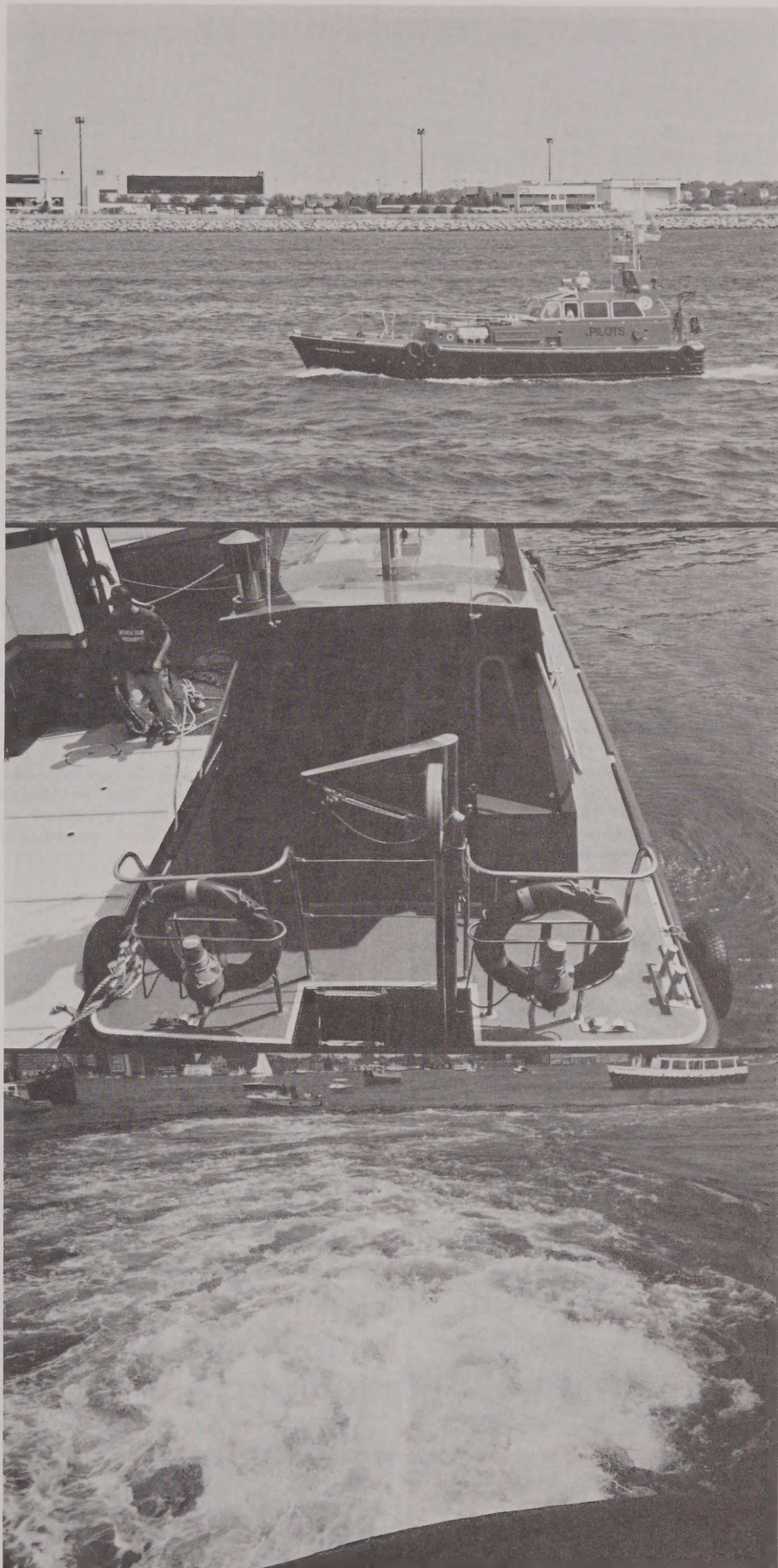
I looked for the usual entrants from Rhode Island and Cape Cod, especially the new "Bay Star", which was supposed to be finished in time to attend, but none had made the trip. Someone clued me as to "why" with the single word, "salvage", and I remembered that Hurricane Bob had left them with plenty of work to do.

The Environmental Police boat "Jessie" escorted the fleet as usual, but the Boston Pilots' representative this year was their new pilot boat "Northern Light", noticeable with its shiny international orange superstructure. Boston Harbor Cruises entered a bold red launch, the "Alison". A goodly percentage of the nearly 60 tugs in the greater Boston area had made it, but numbers were not up to those of earlier years.

But these low numbers didn't stay low. All day more tugs kept appearing from nowhere. Bay State's big "Leonard J." came in after a job, as did BFT's "Matthew Tibbetts" and "H.J. Reinauer". Jamie's mates wanted to support her, so they brought over Cashman's big "Captain Eric". They tried to bring over another tug, the old New York railroad tug "Staten Island", but its diesel engine wouldn't start. So the gang piled into "Whizzer", zipped across the harbor, and soon returned with "Staten Island". Hail Hail, the (Cashman) Gang Was All There!

The pushing contests after the parade can only be described by a word I used last year, "frenzied". I didn't keep track of the multitudinous pairings and two-against-ones, but I did spot the 18 feet of "Seaside 18" seemingly challenging the 110 foot "Russell Jr." to a push (I don't know if it came off). I do know we pushed against "Quenames" (1,800hp) and our 2,000hp was slightly more effective. Horsepower ratings usually tell who will be the victor, but the presence or absence of nozzles around the propellers, or whether the propellers turn clockwise or counterclockwise can sometimes make a difference. Then "Jason" tied up at the World Trade Center and we went ashore.

The pier had a good crowd and the usual canopied tables with artists selling their tug pictures, tug



Above from the top: The new Boston harbor pilot boat, "Northern Light". A look into its cockpit. View astern as "Jason Reinauer" goes head-to-head with another tug.



"Russell Jr." has a future skipper in the pilothouse maybe?

photos and tug-related nautical doodads. There was one new feature. The Marine Modellers Club of N.E. had a booth with some good looking tug models on display, while nearby a temporary pool held several tug models busy being maneuvered by radio control.

We met Jim McAllister (now there's a tug company name, his grandfather was the founder of that famous tug line) and Fred Reep of the Tugboat Enthusiasts Society of

Long Island. We, of course, traded tug watching talk. They called the Muster "thrilling".

Around the corner of the pier were tied some of the non-tugs (but honest workboats all). "Eileen C." showed up after completing chores with the tanker. "Eileen C" is not strictly a tug, but I've seen it doing a capable pull to undock the Nantucket lightship. The vehicular ferry "Knotts Landing" attended as usual, but under new ownership

this year she didn't challenge any tugs to a push. An old parachute shaded the party on deck, held up by what my son neatly described as an "expensive tent pole", the extended cherry picker of a telephone company line service truck parked on deck.

I toured the new pilot boat, "Northern Light". Made in England by Halmatic of fiberglass (or "glass fibre" as they call it) and about 60 feet long, this is a slim arrow of a business machine. A row of airliner seats (without seat belts) lined each side of the cabin. A watertight door led to the engine compartment with its two big Cat 3048 diesels; and beyond, another door opened into a tight berthing area. A set of steps at the stern in case a pilot went overboard were backed up by a long pole with a loop to grab him and a davit to hoist him out of the water if he couldn't climb the steps.

We were busy watching the ever popular line tossing contest when word arrived that we had to return across the harbor. We were sorry to leave but another ride on "Jason" and chance for more talk with the professionals made it easier to depart a happy, enthusiastic gathering. Attendance of people and boats hadn't been bad for our depressed Massachusetts economy and in a hurricane's wake, and the general spirit evidenced this year was even better than last year. It bodes well for Muster #8.

Hugh Ware, Manchester, MA.



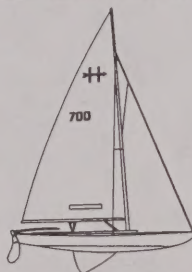
**Largest Selection of Canoes
in New England
nearly 500 on display**

OLD TOWN - ALUMACRAFT
ALLAGASH - RADISON
MERRIMACK - MANSFIELD

Prices like the good old days.

FERNALD'S

**Rt. 1A, Newbury, MA 01951
(508) 465-0312**



HAMPTON
ONE-DESIGN

"STILL THE BEST ON THE BAY"

CLASS CONTACT: SCOTT WOLFF, 3385 RINGS NECK DR.,
VA BEACH, VA 23452, (804) 463-6895
BUILDER/PARTS: HARRY SINDLE, CARDINAL YACHTS,
(804) 693-5928

THE ALDEN



Row anywhere—anytime.

Call for our free brochure.

(800) 477-1507

MARTIN MARINE COMPANY
BOX 251-I KITTY POINT, ME 03905

Dealer Inquiries Invited

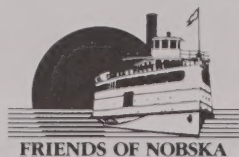


**The NOBSKA
is looking
for a few
good friends**

She is the only surviving tall stack coastal steamer on the east coast of North America. Help ensure that she will steam again, for present and future generations.

For info write E.O.N., P.O. Box J-4097,
New Bedford, MA 02741

If your organization would like
to see our slide presentation
"Grand New England Lady", call
401-434-6274.



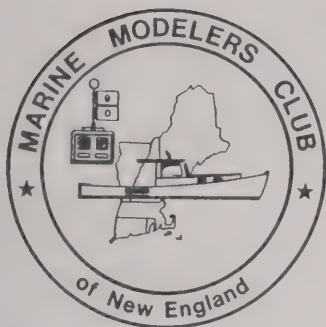
SEE US AT THE ALBANY WOODEN BOAT FESTIVAL
JUNE 22 & 23, 1991

Solid Spruce - Ash Oars from 5' to 16'

Spoon-Blade-Oval Shaft oars 7'6" - 8' - 8'6" - 9' - 9'6" - 9'9"

FREE **WATER POWER PRODUCTS** BROCHURE

RR 1, LaHave, Lunenburg Co., Nova Scotia, B0R 1C0
PH: (902) 688-2351



No one was very sure what this day would bring as only one member had taken part before in the Boston Tugboat Muster. Well, it was an overwhelming success for our club. Crowds, fun, and money for the club, frantic activity from start to finish.

Several members arrived at the World Trade Center about 8 a.m. and began to set up the portable pool structure which they had spent weeks preparing. The 10'x24' rectangular pool was in place by 9:30 and filling began. A small crowd gathered during the "incoming tide" watching the docks and buildings being set up ashore. By noon people were lining up to pay \$1 for three minutes use of the radio



transmitters running the 5 teeny (12") tugs. Soon it took several members to keep things running.

The measure of the success of this effort was in the smiles of the crowd and in the \$366 taken in from transmitter rentals, even with only two of the tugs still operational by mid-afternoon, despite an

abundant supply of batteries brought with forethought. At 3 p.m. the ebb tide set in and the busy, busy day was over. Next year, a bigger pool, more tugs, lots more members to help out.

Marine Modelers Club of New England, 11 Pound St., Medfield, MA 02052.

TUGBOATS & TOWBOATS

A 1992 Calendar

13 - 8x10 QUALITY
COLOR PHOTOGRAPHS

\$9.95

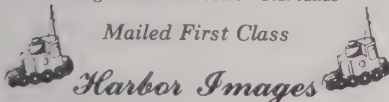
(includes postage and handling)

Washington residents add 78¢ sales tax

Canadian orders add 50¢ - U.S. funds

Foreign orders add \$2.00 - U.S. funds

Mailed First Class



P.O. Box 1176, Richland, WA 99352



MAINE ISLAND TRAIL
ASSOCIATION

Help Preserve — and Enjoy — Maine's Islands

The Maine Island Trail is a 325-mile-long small-boat waterway that winds among some of Maine's most spectacular coastal scenery. The route alone makes it a recreational asset of the highest quality, but the Maine Island Trail is more than that...

By promoting a high standard of stewardship among all users through education, outreach, publications, and volunteer service, the Maine Island Trail Association and its members help preserve Maine's wealth of pristine, wild islands for generations to come.

Membership begins at \$35, and members receive an annual Guidebook on low impact use, newsletters, and meet through events and conferences. To learn more about the Maine Island Trail Association, a division of the Island Institute, write MITA, 60 Ocean Street, Rockland, ME 04841, or call (207) 594-9209.

CAPE ANN SMALL CRAFT

Portable,
Affordable Boats,
Trailers and Accessories

(508) 768-7411

66 MAIN STREET, P.O. BOX 592
ESSEX, MA 01929

Wind Products SKIMMER 45



FEATURES

LARGE 45 SQUARE FOOT SAIL
COMPLETELY PORTABLE
FAST RIGGING ACTION
HIGH STRENGTH TUBING
MARINE QUALITY THROUGHOUT

America's Largest Iceboat Manufacturer

Wind Products

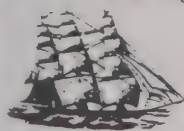
2485 Rosstown Road
Wellsville, PA 17365
(717) 432-1074



SEND \$1 FOR BROCHURE



Free Catalog on Request



Cape Cod's
Nautical
Book Shop

USED, OUT-OF-PRINT, & RARE
NAUTICAL BOOKS

COLUMBIA TRADING COMPANY

504 Main Street (Route 6A)
At the corner of Meadow Lane
West Barnstable, MA 02668

OPEN SHOP

(508) 362-8966



A Grand Thrash... And Lessons Learned

By Ernie Cassidy
Photos by Roy Mandel

A good cruising yarn ought to begin with a good boat, so let's start by introducing you to *Lesser Blue*. She is an Eastport Pinky, built on Surette's Island, Nova Scotia, by David Westergard, and launched in 1978. Her lines were taken off a half-model carved by a builder on Grand Manan, New Brunswick.

Her construction is robust, in the traditional manner in which wooden boats used to be built. She has proper Hackmatack hanging and lodging knees wherever needed, a stout mast that began life as a tree (not four planks and a pot of glue), sturdy and resilient pine decks, hearty bilge stringers, and all like that.

Her finish was, and remains, workboat style. Decks oiled with a mixture of pine tar, linseed oil, and turps, oiled spars, plain low-gloss paint, and not a square inch of varnished wood in sight. One of her three hatch covers is covered with a piece of copper sheathing, because there happened to be a piece the right size hanging around the shop. Other scrounged bits of hardware are in evidence.

She's not a yacht; she's a workboat. It just happens that her work is treating her people to a hell of a good time when they're on the water, while not encumbering them with endless maintenance when they're not. She is my favorite kind of pleasure boat—the kind on which you don't feel

mortally embarrassed if you slop a bit of coffee or hot chili on deck.

Lesser Blue [as in the Lesser Blue Heron] also happens to be a breathtakingly beautiful boat. A dramatic sheerline, rakish stern, and cocky stem profile produce a visual effect that works its magic on traditional boat lovers as well as folks who haven't got a clue. Her owner remembers participating in a local low-key sailboat race, and overhearing several comments along the lines of: "No, no...don't bother with those boats—get pictures of the *old* one!"

The original Eastport pinkies—sometimes called "carry-away boats" (their primary role in the fishery was carrying sardines from the weirs to the canning factories)—were an adaptation of the larger Pinky Schooners. They ranged in size from 28 ft. to as much as 40 ft. on deck. *Lesser Blue* is 32' 9" on deck.

In the scaling down process, they lost the high swept-back bulwarks, or 'tail feathers', and tombstone transom that gave the schooners their unmistakable and unique appearance. Also lost was the schooner rig, which was unnecessarily complex and expensive for the smaller carry-away boat.

These were sloop rigged, with a huge gaff mainsail that looks frightening to modern eyes—not entirely without justification, as you'll see further on—and a good sized jib set on a stout bowsprit. It was the typical

rig you'd find on lobster smacks, Friendship sloops, or other small coastal fishermen of the period.

Lesser Blue deviates from her ancestors in that she wears those schooner-style tail feathers. This departure from historical accuracy might offend some, but the effect is so stunning that it is painful to imagine anyone so hard-hearted that they could not be enchanted by the looks of this boat. Besides, she was not constructed as a museum display, and historical accuracy was never the builder's objective. The goal was a sound, proven design, fit to go to sea in. I think Chapelle would have approved.

She also has a twin headsail rig, which would have been the exception rather than the rule in the original boats. Apart from these modifications, she is a remarkably accurate reproduction—vastly better than the grotesqueries usually cobbled together for your typical Hollywood 'period epic'.

Her minimal, and rather spartan, cruising accommodations are certainly in keeping with the workboat theme. Lots of dark stained wood, lockers and storage areas accessed by turning a toggle-latch or simply hauling up a plank using a fingerhole.

No curtains, no velour upholstery, no polished brass gewgaws, little standing head room, and rather less than adequate natural light for true live-aboard practicality (though adequate for day sailing and week-



Lesser Blue then and now...on the ways at Surettes' Island, in 1978, and in her new cradle in Annapolis Royal.

ending). There are many clever and practical touches. Nothing to send Ferenc Maté running for his camera, you understand, but I liked it just fine.

Lesser Blue's owner is as appropriately unconventional as his boat. Roy Mandel makes his living as a painter—not houses, fine art. Though not one of the superstars of this rarefied profession, he nevertheless earns a relatively normal middle-class income from his still-life paintings, done in what I suppose is called the “classical realist style.”

Married to another painter and commercial illustrator, Roy and his wife Maggie manage to produce, albeit sometimes sporadically, an income that supports an old Victorian house (presently being renovated by Maggie), used vehicles, a bit of travel, and, of late, an Eastport pinky.

Roy takes no end of glee in pointing out that after twenty-plus years as a ‘struggling artist’, he finally owns the keys to a Volvo. [*Lesser Blue's* auxiliary is a Volvo diesel.]

He comes by his interest in traditional wooden boats honestly, having spent a couple of Summer seasons sailing in a friend's Concordia Sloop Boat, in Massachusetts Bay, more years ago than he likes to remember.

His involvement with *Lesser Blue* goes back many years too. A friend of her builder, Roy still has photos he took of the boat as she went together in 1977-78. It was a fluke of fate—or his true destiny, as Roy prefers to put it—that put her into his hands in 1991. After moving back to Nova Scotia, from Quebec, he rescued her from an owner who was allowing *Lesser Blue* to go to wreck and ruin, out of bitterness and disappointment over a failed dream of cruises to far off places.

When he rediscovered her, in the harbour at Yarmouth, N.S., she was being used as a floating storage shed for an incredible array of junk, and as a fender between scallop draggers and a steel wharf. That she survived several years of this abuse, and two sinkings, in repairable and restorable condition is a great tribute to her builder.

After nearly a month of clean-up and basic repairs by Roy, *Lesser Blue* was sailed and motored to her new home, in Annapolis Royal, Nova Scotia (approximately 80 miles E. So.E. of Eastport, Maine). A singularly apt port for a 19th century fishing boat, Annapolis Royal was the site of the first European attempt at a permanent settlement in Nova Scotia—in fact, the first in North America. (Please...no nasty letters about Vikings or Irish monks.)

Here, she was turned over to a local boatbuilder for additional repairs, including some new planks, a new main boom, a few stanchions, and the restoration of those Pinky bulwarks that had been ground off by the scallop draggers.

Miraculously, the Volvo engine needed little more than cleaning of fuel lines and new filters, and the sails were still in good condition.

My first cruise on *Lesser Blue* began in Annapolis Royal, on a beautiful, unseasonably warm late-October morning. With scarcely a breath of wind in evidence, Roy put up the whole rig.

The first leg of the trip was a couple of miles down the Annapolis River to Digby

Basin. Once there, if conditions were suitable, we would slip through Digby Gut and have a look “outside”—ie, into the Bay of Fundy. The skipper was skeptical of our ability to make any real progress under sail alone, but out of deference to me and the general peace and tranquility prevailing, he gamely gave it a try.

Lesser Blue's mainsail is an impressive beast. It is set loose-footed to a 28 ft. long boom, and 450 sq. ft. of dacron rise majestically aloft when you put a big strain on the main and peak halyards. It was no end of comfort, to me, to see that she had four full rows of reef points, with nettles all strung and drumming a cheerful tattoo against the sail in the capricious morning zephyrs.

By comparison, her two headsails looked like decoration...and I suppose they were in the existing wind conditions. For all that, as soon as we slipped the mooring cable she began making way downriver, overhauling the ebb tide with enough speed to respond to the tiller.

Phillip Bolger has written that a thousand cubic feet of air weighs about 80 pounds (give or take some, depending on the ambient temperature), and that it doesn't take a large sail to affect that much air. After watching how *Lesser Blue's* 7.66 tons ghosted away from her mooring, in a breeze that left no ripples on the water and smoke rising almost vertically in the air, it's easy to believe him. Of course, we had a large sail.

The local folks, accustomed to living with scallop draggers and lobster boats, appear to be quite taken with this newest vessel in their midst. It was interesting to see how many riverside dwellers would stop whatever they were doing to watch her go by.

Half-an-hour of “all ahead procession-al” was as much as Roy could stand, so he fired up the Volvo, and we motor-sailed downriver at considerably greater speed. As can sometimes happen when you insult the wind this way, by the time we left the mouth of the river and entered Digby Basin, it was breezing right up. With full sail set, *Lesser Blue* got down to business. Her lee bulwark was



In Yarmouth, still looking bedraggled after lots of cleaning up.

well awash and my attention was fully concentrated on my duties as helmsman.

Is it this that distinguishes the true sailing fanatic from other people who simply enjoy boats and boating: that even though we know it slows the boat down, strains the hell out of her gear, and puts us right out there on the edge of minor disaster, we do it all the same because it is so deliciously exhilarating to be creaming along perched on what seems—and may, in fact, be—the brink of capsizing?

While *Lesser Blue* flashed her brick-red undies at the shore, the two of us sprawled flat on deck, grinning like fools. (Like the originals, she has no seats, nor even a cockpit in the conventional sense, just a small, deep steering well in an expanse of deck.)

Even with a six foot long tiller, the deep rudder and considerable weather helm generated by that big mainsail made steering her a job of work. I suspected there would be protesting muscles the following day. Little did I realize how much more there was to come.

Digby Basin is a medium-sized bay, fully protected from the Bay of Fundy, and entered or left by a narrow slot of water known as the Gut. It is more or less triangular in shape, roughly 4 miles across the base, and 6 miles up the hypotenuse. It is a very pretty and picturesque bay, and the lit-



Ready to float off with the next tide. That's Maggie admiring the restored bulwarks and fresh paint.

tle town of Digby has a rich history that belies its unpretentious size.

The Basin is quite shallow, particularly at low tide, and would be ideally suited for sharpie yachts and boats of the *Dovekie* or *Elver* variety. Nevertheless, there is the usual, if small, complement of singularly inappropriate fin-keeled cruiser/racers, and an active yacht club. That so few New England cruising boats visit this port is a constant mystery to me. It's as safe and pretty a harbour as you'll find anywhere.

The surrounding land is quite high, for this part of Nova Scotia, so the winds sweeping through the Basin are never quite free of the influence of those landforms. Today the wind was fair for roaring out on the last of the ebb tide flowing through the Gut. At its peak, this current can run at 5.5 to 6 knots.

Given the weight of wind in the Basin, Roy decided to reef before we poked our nose into the Bay of Fundy. To my surprise, he tied in the third reef, which made a pretty dramatic reduction in both the area and height of the sail. She certainly looked well snugged down and ready to face a breeze to me.

Face a breeze is exactly what she had to do. After squirting out through the slot, we headed off to Nor'westward on a broad reach, to avoid a nasty tide rip just beyond and below the mouth of the Gut. By the time we were outside the rip and headed back up to windward, on a course to parallel the land, it was clear that we had underestimated the strength of the wind and the sea that it was pushing up.

The new sea was running at 4.5 to 5 feet, but there was a bigger cross-swell coming in underneath. Already pressed to the limit by her sails, *Lesser Blue* would occasionally find herself perched on top of an impressive hummock of water, only to be unceremoniously tipped off it by a surface wave and sent careening into the trough. Her lee side-deck would drive under and all the dunnage not nailed or strapped down in the cabin would go galley-West.

The first couple of times this happened were pretty scary for me, though the skipper seemed quite unconcerned. The skipper was, perhaps, too *busy* to seem concerned; he was up forward dowsing the madly thrashing headsails and getting a right proper salt-water shower. Once she'd done this vault into the trough five or six times, I relaxed a bit, trusting *Lesser Blue* to look after herself—and us—in the seaway while I stayed focused on the business of steering and keeping that mainsail from causing an embarrassment.

It was one of these tightrope deals; much sawing at the tiller, luffing up to ease her in the big puffs, then bearing off again before she lost too much way, chocking your body off against whatever handy projections gave purchase to foot, shoulder, knee, or elbow.

I was rapidly acquiring immense respect for the men who regularly faced similar conditions in the normal course of earning their livelihood, perhaps in January. After several horse-bucket sized dousings of very cold water, the general jostling about, and the constant heaving and hawing at the tiller, it was clear to me that—transported back in time—I would not have been much of a success as a 19th century fisher-

man.

This is not to say that it wasn't great fun and exciting as all get out. But, I knew that we could turn around and run for home as soon as we'd had our fill of it. We could see Digby Gut right over there, and dry clothes, comfort, and safety were only tens of minutes away. Five hours of this would not have been great fun; ten hours would have been torture.

Even with the headsails off, it was clear that further progress to windward would remain a hard, wet, and needlessly risky business for pretend sailormen with regular desk (or easel) jobs. Tying in that fourth reef looked harder and riskier still. So we prudently eased her around for a spectacular run back to the Basin.

With the wind well aft of her quarter, things settled right down. Steering became a less tense and athletic affair. *Lesser Blue's* motion remained lively, but not the least bit scary. There was time to take in the view, including the impressive sea that was continuing to build. Our new course put us through the edge of that rip we took such pains to avoid on the way out, but *Lesser Blue* romped through that as if she'd been bred for nothing else—which, to a degree, she was. It was a bit of a letdown when we finally made the turn back into Digby Gut.

Once in the channel, and sheltered from the full force of the wind, we shook out the reef, upped headsails, and ran for home. At one point, we made a pretty spectacle when we hit equilibrium in the Gut: all sails standing, wind astern, a big bone in 'er nose, we watched *Lesser Blue* maintain station on a building ashore for about ten minutes. She was surely making 4.5 knots through the water, but absolutely no progress over the ground against the last of the ebb tide. The skipper, liking "all ahead stationary" even less than "all ahead processional," briefly pressed the Volvo into service.

By the time we'd covered the length of the Basin, we had a dying wind but a fair stream and on those we sailed quietly back upriver. We watched a full harvest Moon rise almost dead ahead, lighting up the night enough to be able to pick up lobster pot floats three boat-lengths ahead. Later still, the wind picked up enough to ripple the water a bit and tug *Lesser Blue* along by her tiny staysail, while I steered and Roy put the big main to bed.

To meet a deadline imposed by the needs of folks left ashore, rather than any imperative we felt ourselves, we covered the last mile with the Volvo ticking over a few turns above idle speed. At this speed, and with the hatches all secured, the sound of motor was pleasant rather than intrusive, and you had to remind yourself that Katherine Hepburne would not be popping out one of the hatches with a mug of hot coffee.

We savored what had been an excellent day. A glorious day. A day to remember forever, and especially on cold Winter evenings by a woodstove, perhaps with a jar of rum.

So what's wrong with this picture?

I am getting a small sloop of my own ready to sail these same waters next year, and looking back on our sail with a critical eye, the following day, other awarinesses and impressions surfaced. It had been a

great day, but it had also been the kind of day that might have turned into tragedy, and seen both of us labeled as silly, irresponsible fools, rather than the jaunty adventurers we prefer to think ourselves.

Primarily, I found myself thinking about what would have happened if one or the other of us had gone overboard out in the Bay of Fundy—an easy thing to imagine given the angle of heel and lively motion of the boat.

Because we had not anticipated the strength of wind and sea, we had not donned any personal flotation devices, nor had we put on foul weather gear. Once out in the thick of it, there was little enough time to do that, but the truth is neither of us even *thought* of it. Nor did we think of rigging rudimentary safety harnesses, or simply streaming a warp astern to provide hope and a hand-hold for an involuntary swimmer.

PFD's do more than help you stay afloat; they also help to keep you warm both in the water or on the boat. Rain gear conserves heat too. On deck, we were in no real danger of hypothermia, though if it had been five degrees cooler we might well have been. But for someone immersed in the waters off Southwest Nova Scotia, hypothermia is a relentless killer at any time of the year, and most people would be in serious trouble within twenty to thirty minutes after falling in.

PFD's are usually bright orange and/or yellow in color. In those seas, it would have been hard enough to spot a bright orange shape bobbing sporadically into view on a wave crest a couple of hundred feet away. Dressed as we both were, it would have been nearly impossible to see either of us in all that turmoil at such a distance, let alone a greater one.

More analysis produced more alarming insights. There was a radio on board, but the mike was not attached and I had no idea where it was. In the event of the skipper going over the side, I might have had no way to summon help...thereby dramatically decreasing the odds of recovering him. Nor, for that matter, did I know how to start the Volvo. Perhaps it was as simple as turning the key; perhaps not. I didn't know.

Could I—unassisted—have gotten the mainsail down and secured, fired up the engine, turned around and started a search, and still have had any chance of finding Roy? Could he have done as much for me? I don't know, and realizing that bothers me a lot.

None of this was of any concern while we were in the Basin, and we never gave it a thought. In the Bay of Fundy, even right along shore, these things could have mattered a lot. The odds of swimming three-quarters of a mile to shore, in water that cold and seas that rough, are too slim to bear calculating, even if you were wearing a PFD.

Pete Culler once said that experience starts when you begin. He was talking about experience in the workshop, but it is as true out on the water. We gained a lot of experience on this trip, at a bargain price: no one was hurt or drowned or even seriously discomforted, and nothing carried away and hurt the boat.

This is due as much—likely more—to the fact that we were on great boat as any-

thing we could personally claim credit for. Our traditional fishing boat was more capable than we were, and may ever be. And luck was on our side; no one made that unfortunate slip that puts you into the drink or results in some other crisis.

When my *Blue Bird* goes into the water, I and my future passengers are going to benefit from this experience. For one thing, she won't be going out into the Bay of Fundy until I am satisfied that I fully understand her capabilities and limitations in more protected waters.

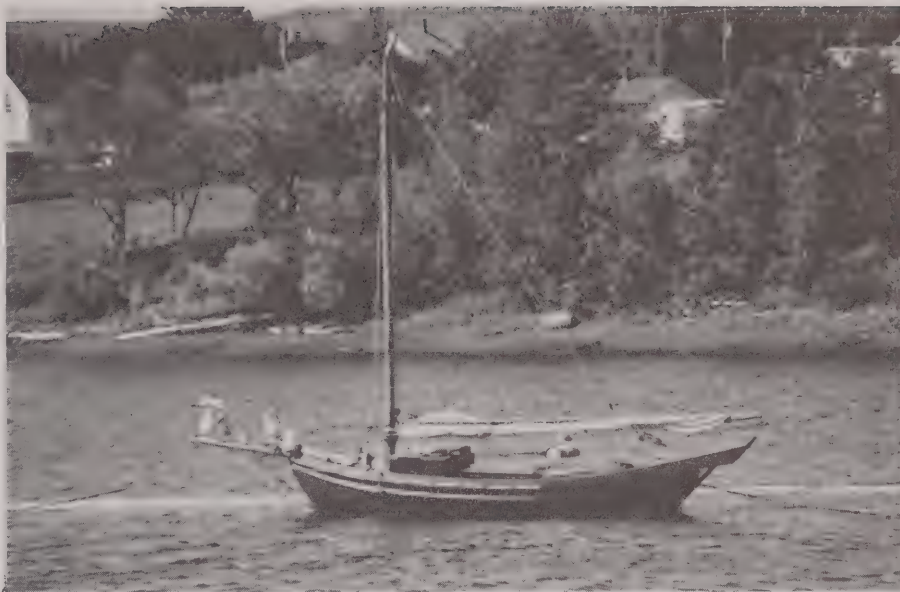
If or—more honestly—when she does venture out there, she will have a man overboard kit (including a flag on a floating staff and a strobe light) ready to deploy at a moment's notice. My crew will be shown where the radio is and how to use it, as well as how to get the sails down and the motor running.

I swear we'll have a man overboard drill or two. I dislike the image of my boat sailing off with a nearly helpless crew, leaving me to drown or die of exposure in the chilly waters off our coast. I dislike the thought of subjecting one of my passengers to such an unseemly end even more.

None of this is meant as a criticism of Roy. With some justification, he made assumptions about my knowledge and ability in and around boats. It wasn't certain that we would head out into the Bay until we finally did it, and once out there we both got too caught up in the excitement, not to mention the busyness, of it all to think about these things—though it is easy to say, with hindsight, that we should have.

Our failure to think it through beforehand, and make appropriate preparations, is as much my fault as his, and I accept as much responsibility for any lapses in planning or judgment.

Oddly enough, I do many of these things when I take people out sailing in my 12 ft. skiff, in a warm inland lake. PFDs at



Lesser Blue on her mooring in Annapolis Royal.

the ready. Basic training in how to at least stop the boat if the skipper goes overboard. More advanced boat handling, if the new crew exhibits any interest. The risks and hazards, while certainly of a lower order of magnitude, are nevertheless immediately and inescapably obvious in a small boat; so you plan for them accordingly.

I see, now, that some of our lack of preparation had its origin in the false sense of security you get on a boat the size of *Lesser Blue*. In the Basin, she felt as solid and secure as the *Princess of Acadia* [the ferry to St. John, N.B.] even while doing all

those rail-down acrobatics. Out in the Bay of Fundy, she suddenly felt like a pretty small boat.

Hopefully, we'll both be better skippers for having reflected on this. If it makes you reflect and become a better skipper too, well that's one of the things this journal is all about...sharing these experiences so that we all become better, safer, smarter boaters.

Ernie Cassidy works with computers and messes about in small boats on the French Shore of the Bay of Fundy.

FOR ENJOYABLE EXERCISE ON THE WATER

ROWING SHELLS - SEA KAYAKS - CANOES - DINGHIES

THE SMALL BOAT SHOP
144 WATER STREET
SOUTH NORWALK, CT 06854
TEL: 203-854-5223

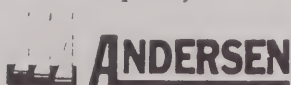
On water demonstration. Instruction. Open weekends. 150 Small Boats in stock with accessories, clothing, books and magazines. A retirement hobby we would like to share with you. Ed Rogers & Gaeton Andretta.



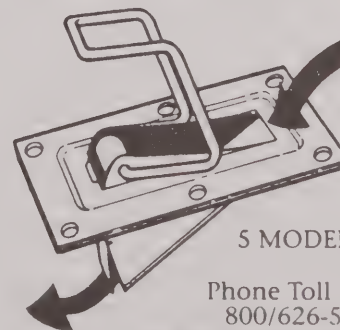
The Solution...
to wet Boats

BAILER

The easy to install and very affordable Andersen Bailers use forward motion to drain the water from your canoe through a one-way trap door. Stainless steel Scandinavian quality.



2455 E. Sunrise Blvd., Suite 312, Ft. Lauderdale, FL 33304



5 MODELS

Phone Toll Free
800/626-5603
or FAX 305/563-5602

DOVEKIE is uncomplicated — That's not to say unsophisticated! Although she needs neither electronics, hydraulics, winches, nor more than a one sail wardrobe, she is a true sailing cruiser. With a length of 21'5", weight of 850 lbs. and a minimum draft of 4 inches, she can be launched and sailed virtually anywhere!

For the complete DOVEKIE and Ultra Shoal Draft Story, send \$5.00 to:

★ EDEY & DUFF, LTD. ★

128 Aucoot Road, Dept. DKN, Mattapoisett, MA 02739
508-758-2743



PISCATAQUA SAILING WHERRY

14'x47" Hand Laid Fiberglass Hull
With Solid Mahogany Gunwales and Seats •
Includes 65 sq ft Sprit Sail Rig • 2 Foot Draft
Dagger Board • One Pair 7' Oars • 2 Rowing
Stations.

BAY of MAINE BOATS

Box 631, Kennebunkport, Maine 04046
207/967-4282

Fiddlehead Boatworks

Mike Collins
Jennifer Schaafsma
802-222-5583

Kidder Road
Rt. 1 Box 1060
Bradford, VT 05033

**A full service boatshop for
the small craft enthusiast**



Producing the Solo, a wooden
double-paddle canoe

Repair • Refinish • Restore
Custom paint • Recanvas
Upholstery • Cane
Paddles • Rentals
Accessories
Balogh canoe sail rigs
Old Town Canoes • Stearns PFD's • Roleez
Experienced hulls available for Restoration

THE LANDING SCHOOL

P.O. Box 1490 M
Kennebunkport, Maine 04046
(207) 985-7976

LEARN YACHT & COMMERCIAL
BOAT DESIGN OR WOODEN BOAT
BUILDING. Two full-time residential
programs combine theory with practice
in a creative but disciplined environ-
ment. Design students study marine en-
gineering and drafting, along with CAD
training and daily exposure to active
boatshop. Boatbuilding students learn
to construct a classic wooden dory and
daysailer with option of cruising boat
instead. Accredited member, NATTS.
Financial aid available. Equal oppor-
tunity enrollment. VA approved.

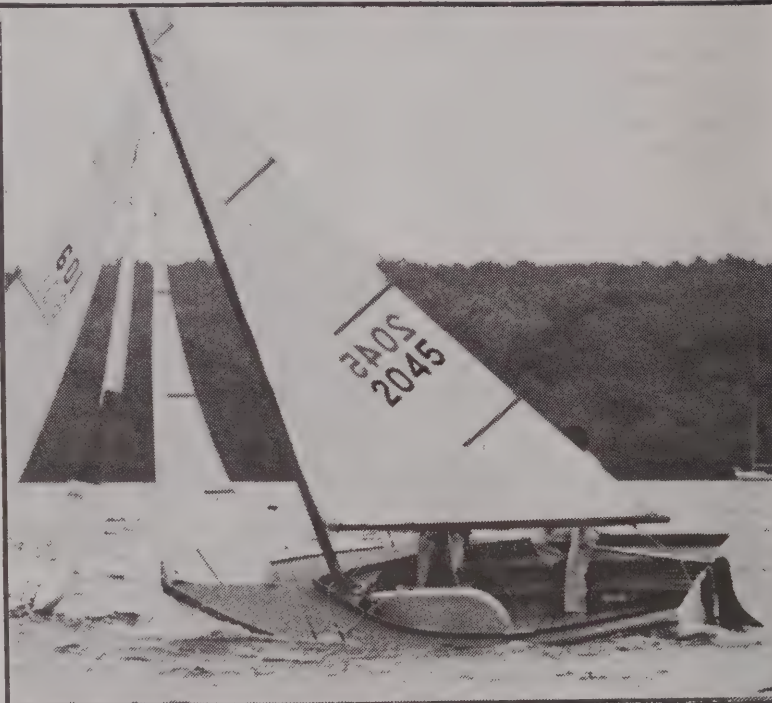
American Traders Classic Canoes



Quality handmade
wooden canoes, all
models in stock. Fine
craftsmanship, fair prices.
Call or write for dealer
listing and information.

American Traders
Classic Canoes
627 Barton Road
Greenfield, MA 01301
(413)773-9631
(800)782-7816

Dealer inquiries welcome



Wouldn't you really rather sail a TOWNIE?

Sailing a TOWNIE will bring those smiles to your face in most any sailing conditions, from ghosting a calm to tromping along in 20 knots. It's a boat that's been making people smile since 1932 when it first was built for summer camp fleets. Over the past 55 years more than 2,000 TOWNIES have been built and enjoyed. Today we still build them in the same traditional way. Why change anything on a daysailer that brings such pleasure to its owners? We build TOWNIE hulls in traditional lap strake wooden construction or in fiberglass, either outfitted with Sitka spruce spars, all bronze fittings, and lots of varnished mahogany.

Pert Lowell, Co., Inc.

Lane's End, Newbury, MA 01951
(508) 462-7409

Custom wooden boats; mast hoops; authentic nautical furnishing.



"Double Brick" ~ Double Weird

"I'll make the metal pieces," Bob Young said, looking over the plans. It was my turn to be skeptical. When I told Bob I would have a "Double Brick" done by our planned messabout, coming up in less than two weeks, I could sense his disbelief that I would finish in time. Little did he know that the wood part was easy, it was the four 6"x4-1/2" triangles of 1/8" stainless steel with 33 drilled holes each that would take the real time and effort. And the brackets were an essential part of "Double Brick".

The messabout idea had been simmering for some time; ever since Joe Tribulato in San Diego had taken the idea from my newsletter and run with it. He found the idea of a low impact, non-commercial boating meet appealing and, in short order, gave the idea the name "messabout", contacted a group of like-minded boating enthusiasts and put on the first meet. Since then, messabouts have sprung up all over the country. Because of Joe's efforts they seem to happen at least twice a month in southern California. At messabouts, backyard boat builders, boat dreamers, and anyone else interested in low impact boating, can get together to show off their creations, go sailing, compare ideas, dreams, and notes, and enjoy each other's company.

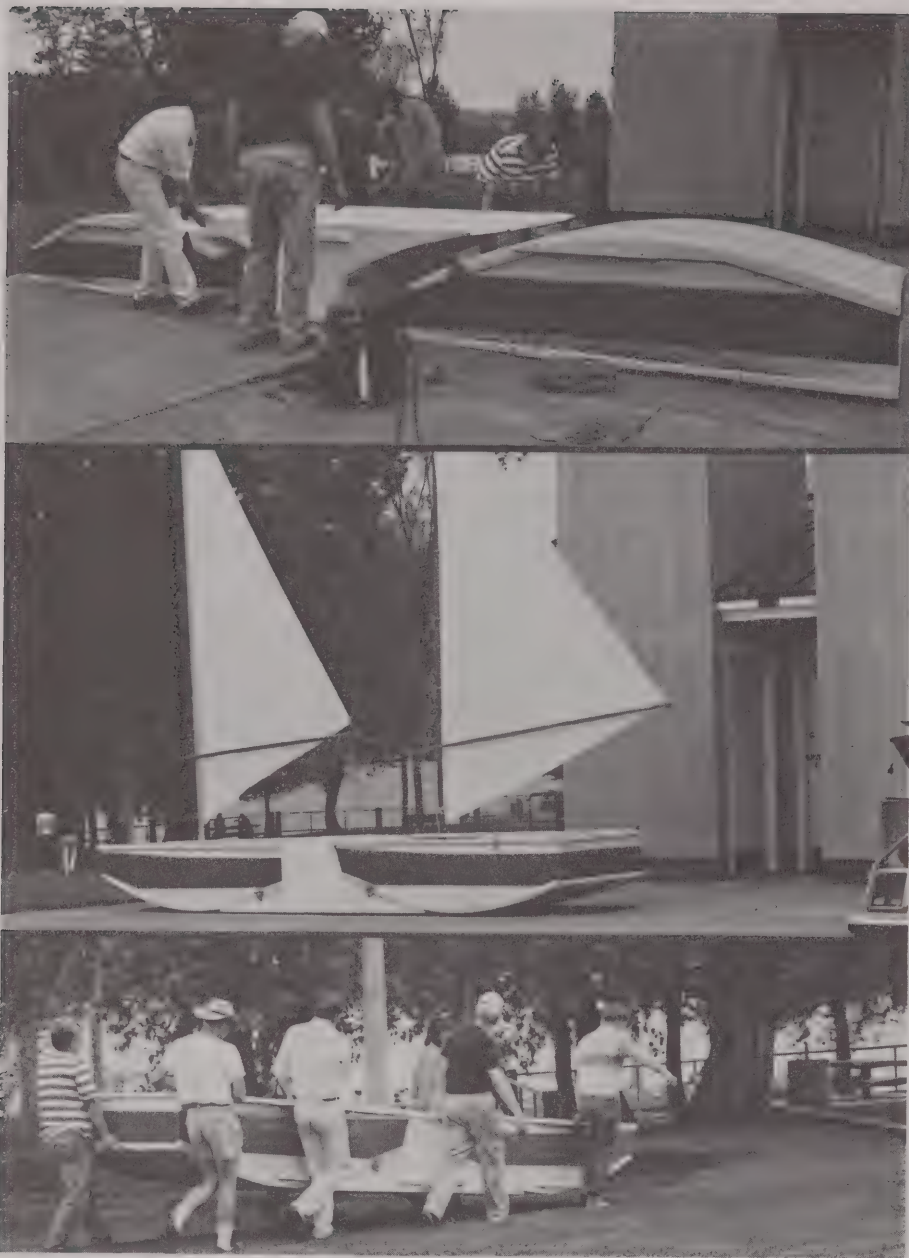
After encouraging others to go for it, I kept hoping someone would get the idea and put on a messabout here in Portland (OR) or Vancouver (WA) so I could attend with little effort on my part. But, after a year of waiting had seen nothing happen, Bob and I decided that the only way we were going to have our messabout would be to put it on ourselves. We had been working for some time on developing a boat builders' co-op and small boat facility, and decided that if we were going to do this kind of real work we might as well take the time to get out on the water with friends and enjoy ourselves. So we set a date, found a place on the water, contacted local boaters and the media, and were ready for Portland's own messabout.

At this time my boat inventory consisted of two "Bricks" (the appropriately named Bolger-designed 4'x8' sailing dinghy with about as much shape as a concrete mixing trough) laying about as the aftermath of an aborted attempt at mass production boat building. It turned out that commercial production of boats for persons who use wheelchairs for mobility was not the most lucrative career move. Besides, building for sale took the fun out of the building, which I enjoy too much to want to make it into work. So I had the two test "Bricks" on hand, occasionally tak-

ing one out when I felt the need to confound the local boating gurus with the fact that a box can make a great boat.

In the back of my mind was a boat called "Double Brick". It was a design by Phil Bolger for a crab fisherman in Alaska. "Double Brick" was to be an easy-to-store, cheap-to-build and inexpensive to operate, crab boat for the bays of Alaska. With its quick and easy construction and its ability to carry over a ton of crab, "Double Brick" seemed to fit the bill. When, for one reason or another (perhaps an attack of common sense), the Alaskan boat never got built, and with the impending messabout as motivation, I decided that since I already had two "Bricks", I might as well build the prototype "Double Brick". Besides, I had almost a month to get this done before the messabout.

I sell boat plans for a living, and because of this I had mixed feelings about "Double Brick". If it worked, the boat would be functional and unusual to the extreme. In fact, it could be perceived as bizarre. If it didn't work, there would be enough embarrassment to go around. My business is built on functional, easy-to-build boats, but "Double Brick" might be perceived as going a little too far; an effort to tweak the nose of the boating establishment, perhaps even an ex-



"Double Brick" is assembled and carried to the water with a little bit of help from Bernie's friends.

ercise in poor judgement. If this was the impression "Double Brick" created, then who would want to buy boat plans from this "far side"? I would go broke while bearing the brunt of the boating establishment's ridicule. These ruminations gave me more than a few misgivings about building "Double Brick". At this point, I did what I usually do; I decided, what the hell, quit thinking about it and just do it!

As this was at tax season, cheap became a primary building criterium. I usually don't advocate using non-marine plywood or other material in boats, as the cost savings don't seem to outweigh the deleterious effect on building enjoyment, ability to apply a decent finish, and general overall negative impact on longevity and pride of ownership.

That having been said, I

looked into my wallet and then went out to buy the cheapest materials I could find. I found 8', 1"x2" pine strips for \$.42 apiece. With careful selection I found a few that weren't twisted completely into loops and that would hold their own weight when held up by one end. I bought ACX plywood for \$9 a sheet. It had voids in the core, boat patches on the good side, a patchwork of knotholes on the back side, and dinged corners. In my home building days we had called this stuff "Plug and Touch", just one step better than "Blows" and "Sanded Shop". In another word, "junk". Building with marine-grade wood seems to have gotten me out of touch with how bad readily available building material has become. I swallowed my pride and picked out two sheets that I couldn't see through.

My last stop was for a few pounds of plastic resin glue. After trying everything else, this is still my favorite for holding small boats together. I already had silicon bronze ring shank nails and epoxy left over from other projects. In all I spent about \$30 to build the "Brick Connector".

Back home I sorted out the building material on the back porch, got out my tools and Bolger's plans, and started building. First I put together the two bulkheads with nailing frames. Being rectangular with only one bevel between them, they were done almost as quickly as I could think about doing them. I laid out and cut the sides from the plywood panels and added the chine and sheer logs. Boy, this was a piece of cake. With a little help from a friend and a large hammer, I fit the bulkheads into place and the "Brick Connector" started to look like, well, what it was supposed to look like. Sort of an upside-down, post shaker, avante gard, art deco modern table. After a little detail work, including adding a bottom and a deck, it was time to call Bob to ask about the metal pieces. We still had almost two weeks before the messabout.

Bob couldn't help grumbling a little bit about the cost of stainless steel and the fact that no one seemed to know an easy way to cut it. The next time I talked to him he told me he had started cutting it by hand with a hack saw, after destroying several metal cutting jigsaw blades. I left him alone and put a leisurely coat of primer on the "Brick Connector". It was a tense race against time while avoiding Bob as he hack sawed the metal pieces. I felt, quite justifiably, that after all it was his job and I should not steal his thunder. It had nothing to do with the fact that I hate cutting and shaping stainless. Honest!

Three days before the messabout Bob re-emerged with the metal pieces in hand, cut, shaped and drilled. I tried to avoid his story about how long and hard a job it had been to work the stainless with a hack saw and a drill, by nodding my head and making sympathetic sounds. All we had left to do was to put the beast together.

This should have been quick and easy. Of course it was long and hard. The "Brick Connector" holds the "Bricks" in alignment with an ingenious system of blocks. These engage the exterior framing of the "Bricks" to hold everything in line. A single long metal rod holds each "Brick" in place on the "Brick Connector". The problem was that the placement of the blocks and the rods was interdependent and we couldn't fit everything together and then measure where the blocks should go. After much shoving, redoing, fancy

language and slapstick construction (after all, we were facing a deadline), we seemed to have gotten it all to fit together.

It was then that we discovered a design flaw. The 4', 5/16" diameter metal rod that goes through the metal brackets on the "Bricks" and the "Brick Connector" to hold everything together would droop down inside the "Connector" when we tried to push it through from one side to the other. This made it impossible to align it with the opposite hole 4' away. Drat! The fix would turn out to be easy, but the messabout was the next day now and we were running out of time. We decided to take the "Double Brick" to the messabout in three pieces and see if we could finish assembling it there. At this point neither Bob nor I thought that it would be useable at the messabout, but neither of us wanted to admit this misgiving to the other.

The next day at the messabout, we got the needed help to finish "Double Brick". Doug Miller, a local contractor, showed up with every tool known to man, and in no time he solved the problem of getting the rod from one side to the other, tying everything together. While figuring out his quick fix, Doug, being a house builder, came up with a name for the "Brick Connector". He reasoned that if it holds "Bricks" together it must be "Grout". With the three parts of "Double Brick" finally mated, it was time for launching and a test sail.

Winds were light, only about five knots. Bob and Doug went out for the first sail and in the light air were able to sail upstream and into the wind. It worked! The crew, sitting in the forward "Brick", seemed so far away that some sort of communication device seemed appropriate. It seemed like it must be the world's largest 18' boat.

My turn was next and as the builder, I felt some pressure to make it look good. This was the first time I had ever sailed with a schooner rig and it was a challenge. It seems that without proper sail control you can't tack easily. This was partly due to the light wind and partly because, as Bolger told me, the long mid-body could be a problem in stays. Because of the sail control possible with the schooner rig, this was not a big problem. I wonder if a Gloucesterman would be offended by my calling this creation a schooner?

The connections make salty creaking noises sailing over a chop. "Double Brick" is not the best looking boat in the world and it is certainly not traditional, but it might be one of the most imaginative and practical.

Imagine this: You are a sailing instructor teaching novices.

After explaining the basics, you take two students out in "Double Brick". As they start to get the hang of handling it, you climb in the center section (after first making sure that it is stable by itself), disconnect the two "Bricks" and let the neophytes go at it themselves. Depending on your nature, you either take a nap or yell instructions with a bullhorn. After everyone has tired of this, you reconnect the "Bricks" and head back to the dock, answering questions about sailing as you go. If you use your imagination, other scenarios are possible with the unique nature of "Double Brick".

Bernie Wolfard, Portland, OR.

(Bernie Wolfard sells home building plans for a number of other Bolger designs as Common Sense Designs, P.O. Box 9429, Portland, OR 97291.



Bernie and Bob look over their dreamboat.

Invest \$10 now and you'll stick with us forever.



Our trial kit: 12 ounces of resin and hardener, fiberglass cloth, brushes, measuring cups, fillers, roller cover, squeegee, gloves and The Epoxy Book.

Send us \$10 and we'll send you our System Three Epoxy Trial Kit.

If you try us, you'll like us. And we don't think you'll leave us.

Our top quality product, backed by over 10 years of experience, is one reason. Our reasonable price is another. And our shipping policy is a third.

Orders placed by noon Pacific time go out the same day delivered

right to you. And since we prepay the freight on orders of \$75 or more, we're as good as next door. So it comes down to this:

You can pay a lot more for the other name brand epoxy resin but you can't buy a better product or get better service and technical support.



5 Full Gals. vs 4.35 Gals.

Can you spot the difference between sticking and getting stuck? System Three gives you more and charges you less.

Just send us \$10 for your System Three Trial Kit. Better still, call our toll-free order desk at 800-333-5514 and use your bank card.

Yes, I want a great epoxy at a great trial price. I've enclosed \$10.00. Send me your Trial Kit along with my copy of The Epoxy Book.

Name _____
Address _____
City _____
State _____ Zip _____
Phone (____) _____

System Three Resins,
P.O. Box 70436,
Seattle, WA 98107.
(206) 782-7976

SYSTEMTHREE



Introducing "Chipmunk"

I can now announce the availability of the new "Chipmunk" models; the "Chipmunk Canoe" and (why not), the "Chipmunk Stable Shell". I've finished the prototype of this new constant camber hull and found it to be another good, fast, pretty boat. It's 17'x35", 60 pounds untrimmed, and has an E.M. White-ish sheer and stems. Of course, there's a family resemblance to my "Goodboat", the panels for both come off the same mold.

I didn't put any rails or decks on at all before trying it as a solo canoe and as a sliding seat boat with the Piantadosi Row Wing unit. I was pleased to find that it didn't really need rails or decks for strength. This is what you would get after putting together the two-part kit and rolling on some System Three Clearcoat; an ex-

tremely strong, smooth, seamless wooden boat with closely fit red cedar diagonal planking inside and out. For about \$850.

I gave the bottom very little rocker. It has vee sections near the ends and, of course, a shallow arch in the middle. I don't see how it could be improved upon within the constraints of the constant camber method of fabrication. It makes a fine all-around tandem recreational canoe.

Serious scullers may snicker at my calling a seatless version a "Stable Shell", and I suppose technically this is a misnomer, but it sure is quick and comfortable with the Row Wing. I have the idea from my reading in hydrodynamics that the "Chipmunk", with its constantly curving waterlines has a good form, maybe a better form than

most canoe or fixed seat rowboats, for powering with a sliding seat unit.

I welcome better understanding about this. What I think I've gleaned, from Pierre Gutelle and others, is that hollow waterlines fore and aft help below hull speed, but convex lines are better once you push the boat faster, ie. over-power it, which I think you are doing when you row the "Chipmunk" at over 4.5 knots. One would routinely do this using a sliding seat.

People who would build or buy the "Chipmunk" as a tandem canoe could get a set of seats and a carrying yoke from Shaw & Tenney, or make them themselves; or I would supply all the trimmings. I've since fitted #1 with lightweight rails and small cherry decks and will soon make cherry seats, hand caned, and a yoke. I'm inclined to not put in any other thrwarts since they are not needed for strength.

Is the "Chipmunk" a meaningful addition to the wide selection of canoes and kits available? Well, we'll see. There aren't many ways to build your own canoe unless you want a stripper or can get a wood/canvas canoe form. There aren't right now any other constant camber kits offered than our "Goodboat" and "Chipmunk", for those who wish to use this simple and effective modern method of boatbuilding. In fact, I don't know of any other modern ribless full-size wooden canoes on the market.

Finally, as carefully hand-made wooden boats go, including wood/canvas canoes, the "Chipmunk" will be a good buy. I'll need to get about \$1,800 for it to build and finish it myself.

Mason Smith, Adirondack Goodboat Company, Box 44, North Point Rd., Long Lake, NY 12847, (518) 624-6398.



Just a "bare hull", "Chipmunk" with no gunwales or interior structure ready to go for a row.

SALTMARSH SEA KAYAK CO.

SERVING SOUTHERN MA & RI

SALES • RENTAL • TOURS • INSTRUCTION
589 FISHER RD., DARTMOUTH, MA 02747
Please Write or Call Evenings (508) 636-3007

BAY VIEW BOOKS
595 Fireplace Road
East Hampton, NY 11937

Send S.A.S.E. for list
of used nautical books



Sewing up the two constant camber hull sections along the keel line, and gluing on gunwales later on.

JAMESTOWN DISTRIBUTORS

FASTENERS
Boatbuilding And Woodworking
Supplies

800-423-0030
800 Free Order Line

JAMESTOWN, RHODE ISLAND 28 Narragansett Ave. P.O. Box 348 Jamestown, RI 02835 Local 401-423-2820 Fax 401-423-0542	BEAUFORT, SOUTH CAROLINA Hwy 17 & 21, Gardens Corner Rt. 1 Box 375 Seabrook, SC 29940 Local 803-846-9500 Fax 803-846-9005
---	---

FREE CATALOG

JAMESTOWN DISTRIBUTORS 1992 CATALOG

If you are building, restoring, or repairing, send for a free copy of Jamestown Distributors' catalog. This is a thorough catalog filled with marine grade fasteners in stainless steel, silicon bronze, brass and hot dipped galvanized as well as marine hardware, finishes, glues, resins and tools.

NYMPH: 7'9" x 3'6" Tack & Tape "Witch" Craft
Just eight hours in your shop can flesh out this dynamically rounded hull that Phil Bolger engineered into Nymph's five flat plywood panels. Quick and responsive under sail or oars, easy to cartop, and the most boat at the lowest investment of labor and materials.

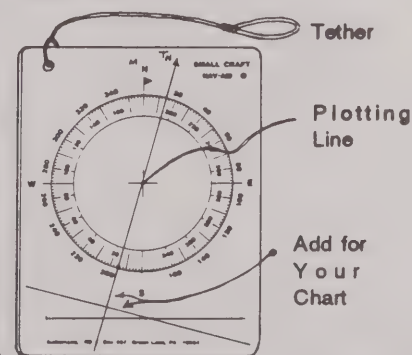
PLEASE SEND ME: ☐ Complete construction plans and instructions for \$25.00 ☐ Study plan packet for Nymph and 24 other easy-to-build Instant Boats for \$5.00
BOOKS: ☐ Instant Boats, \$15.00 ☐ Build the New Instant Boats, \$19.95 ☐ Go Build Your Own Boat, \$20.00 ☐ Build the Instant Catboat, \$9.95 ☐ How to Build the Gloucester Light Don, \$7.95 ☐ Keeping a Cutting Edge: Saw Filing, \$7.95 ☐ Boat Modeling with Dynamite Payson, \$17.95 Add \$1.00 S&H

Name _____
 Street _____
 City _____ State _____ Zip _____

Harold H. Payson & Co.
 Dept. WB, Pleasant Beach Road • South Thomaston, ME 04858
 207-594-7587

THE SMALL CRAFT NAV-AID

enables mariners in open boats to easily and accurately determine course bearings from charts while underway. Great for kayakers. It is a compass rose on a 4x5 in. plastic plate with a flexible course plotting line. Instructions are included. Make checks \$5.- to C. Sutherland. Postage paid. Write: C. Sutherland, RD 1 Box 457, Green Lane, PA 18054



I was delighted to receive several responses to my recent request in MESSING for readers' experiences with epoxies, sheathing, and paints. I received letters from:

Richard Randall, 74 E. Lakeshore Dr., PO Box 788, Cherokee Village, AR 72525

Bob Pedersen, 1 Nevin Terrace, Massapequa Park, NY 11762

Jerome Kligerman, 607 Two Independence Place, Philadelphia, PA 19106

Steve Elliott, 5950 Memphis St., New Orleans, LA 70124.

Let me present a potpourri of responses, arranged from the inside of a boat to the outside.

PLYWOOD AND LUMBER

Bob Pedersen wrote that "All my boats were built of ordinary exterior plywood, either lauan mahogany or southern pine B-C grade. Fir ply is lousy to sand."

SHEATHING AND EPOXIES

Richard Randall said that "Every material is a compromise, as is every boat model: Glass cloth soaks up epoxy resin readily, but is heavy, doesn't like to go around curves and corners. Zynolepolyester cloth is difficult to soak with resin, but is soft like cheesecloth and withstands much more abrasion than glass cloth."

Steve Elliott had no problems with fiberglass on three boats, but...epoxy from Glen-L "stunk and went off fast even though the medium hardener was used. The other two [boats] have used System 3. Good product with easy to mix two to one ratio and helpful people to guide you. Prompt service too."

My brother and I foolishly left a small boat overturned on the beach for a Minnesota winter. The blue-painted hull warmed in the sun, while temperatures were often low. The 1/4" fir plywood cracked through the exterior plies, on many parts of both the inside and outside of the boat, even though it was coated with epoxy. But the part of the boat that was sheathed with polypropylene cloth did NOT suffer. The epoxy's manufacturer, Chem-Tech, was quick to respond to our inquiries, and we blame ourselves for the problem, rather than the epoxy itself. Chem-Tech's helpful Jerry Schindler wrote "if the cracks occurred outside the Dynel-sheathed area, it's likely that frost wedging is implicated." Had I it to do over again I would glass the face of the plywood that would be inside the boat before attaching the plywood, then cover the whole outside when done.

Harry Peters, of Industrial Formulators of Canada, Inc. (manufacturer of Cold Cure and other epoxies), wrote me that "I prefer glass

Comments on Paints & Glues

Gregg Shaddock

cloth or Dynel over plywood.... Polypropylene is an excellent material. It has very high tensile strength, abrasion resistance and is light weight. It is also completely unbondable (nothing sticks to it) and floats in resin. I personally do not recommend it because of this. It always remains separate from the structure it is applied to." He sure has seen more than I have, must have seen some polypropylene peel off, but doesn't it stand to reason that ANY cloth is separate from the wood underneath, held only by the epoxy? That is except for Alan Vaites' method of filling the cloth with staples on 3-4" centers.

PAINT

The definition of what is "cheap" paint might surely vary. The low end might be held, for instance, by something like the Dutch Boy flat white exterior latex on sale at a store near us for \$6/gal. This is the type of paint, if not the brand, that Phil Bolger says, with proud humility, he uses on his own, substantial, boat.

Bob Pedersen wrote that "All my boats never had bottom paint as they were trailered. Two coats at first, then 1 coat latex every couple years. I like the look of semi-gloss, neat but won't show minor imperfections."

Jerome Kligerman argues for older, oil-based technology." In 1977 I followed Pete Culler's advice and painted my new-built Rangeley (spruce planking) with oil-based house paint. Results: sensational, for all the reasons given by Culler, which see. The wood was first saturated with linseed oil cut with turpentine, as John Gardner was advising in his "National Fisherman" technical articles then (ca. 2 months drying time). Paint is still good in the can, touch-up blends beautifully, finish does not look like plastic - it looks like a handsome wood boat."

Richard Randall wrote that "If your boat is to be out of the water most of the time, then I'd say ANY exterior paint -- over a good undercoat, of course -- would do. If the boat (any boat) is to stay in the water, then it's a wholly new ballgame... my personal opinion is that sooner or later the paint will separate unless it's BOTTOM paint."

Here's a good story: Richard Randall describes a flat-bottom powerboat he built of plywood covered with epoxy/fiberglass. Having no advice on the finish, he chose an "epoxy sealer," covered that with a topside paint, and "within 6 months all the paint from the waterline down was stripping off. I had obviously made the wrong move." His next boat, a tri, will have outriggers painter with hard (racing) bottom paint, and a main, glass, hullwaxed only with a product called "Slick Stuff." Boat will stay in the water most of the year.

Bob Pedersen has built several boats. In summary:

-- 16' kayak, 1/4" lauan ply covered with fiberglass and ployesterresin (which cost more than the kayak). "Boat came out very neat but I'll never get used to working with any resins and fiberglass. Vowed never to use it again."

-- 8' MiniMax hydroplane, 1/4" lauan,

with fiberglass at seams. Painted with marine enamel. Use four years. No delamination.

-- 12' MaxiMost runabout, 30 hp. Same as above, but used oil primer under ordinary semi-gloss house paint. "Beautiful."

-- Bought 19' plywood runabout, used for 13 years, painted only with latex house paint every three years.

-- And an even better horror story: built Payson Diablo, 15' "Good boat, but it pounds on the flat bottom in the smallest waves. Painted with oil primer and RustOleum Wood Saver. Big mistake!" It is advertised for exterior use, not marine, but he chanced it since the boat was trailered: "Wrong! One 3 hour ride, store for winter, spring time paint all cracked. Tried burning it off. Ha! Tried paint remover. Haha! Nothing worked. Clogged the sandpaper, laughed at the scraper. Fixed it all with a chain saw."

-- "Now I have a 15 foot aluminum boat that is 33 yrs old and looks great with latex house paint, only 1 coat."

PAINTS OVER EPOXY

Steve Elliott used oil house paint, glossy, on three boats to be dry sailed. "This paint dried satisfactorily over the Glen-L epoxy but not the System 3 epoxy which demanded a barrier coat of Interlux epoxy primer between the epoxy and the paint. It was easy to use in cool weather. Impossible in hot weather. Expensive from any source, but the cheapest sources I found were discount mail order marine suppliers." Also used semi-gloss latex on cabin top, over Interlux epoxy primer. Similarly, "some problems with varnish drying over the epoxy coating but cleaning the epoxy first with soap and warm water helps, and I found that McCloskey's dries best." (See also the "Wooden Boat" review of Petit's All-Temp Undercoat in this role. Sorry, I can't find the issue. Who has an index?)

W. Kern Hendricks (System Three Resins) writes, in "The Epoxy Book," "Six years ago [1981] almost any paint could be successfully applied over cured epoxy resin. The paint makers then began modifying their formulas. Today many of these products will not dry when applied over epoxies. This is not the resin's fault. It didn't change in any way that could produce the observed result. Yet, these results make it appear that the epoxy is guilty."

ADVICE

"If I were to get involved in a large project again I would ask the suppliers and some of the builders who advertise in "Messing About" before I used any product blindly." -- Richard Randall

Bob Pedersen writes that "Building boats is very inexpensive if you use the ORDINARY materials at hand. I've read Payson's books and he's right on all accounts, but I still don't like to use glass and resins. This seems to be a personal thing.... I wind up with more slathered around than I use on a seam. Ugh!"

"Payson offers excellent information on painting in INSTANT BOATS. My debt is to him and the System 3 EPOXY BOOK." --Steve Elliott.

If you haven't worked with epoxies before, get the books from the epoxy manufacturers. Each says something interesting and unique. And especially fun is System Three's \$10 trial pack, full of goodies and a small book, as well as a \$10 coupon on your first purchase. Goof around with it. System Three Resins, PO Box 70436, Seattle, WA 98107; tel. (206) 782-7976.



DETROIT AREA/LAKE St. CLAIR
Sailing Sea/Touring Kayaks

HUGH HORTON
SMALL BOATS

15175 HAMILTON

DETROIT, MICHIGAN 48203

(313) 868 7900

1. Latex vs. Oil. I've never seen a latex paint that held up on a boat. The marine environment is harsher than the environment your house lives in. You can't expect a paint designed for siding to hold up on a deck for instance. And even when used only on topsides, I've often seen latex peeling off in big sheets by the end of the season. This may very well be due to inadequate surface preparation, of course. I imagine if there was any of the old oil left in the wood, or driven into it by use of a heat gun stripping old paint, the latex wouldn't stick. Also there is a lot of moisture in the wood in a boat and I expect that this affects the adherence of water-based paint too.

2. Gloss vs. Semi-gloss vs. Flat. This comes down to what you want your finish to look like in relation to what your boat is made of. For instance, if you've built a Bolger "Shoe Box" out of 1/4" marine fir plywood, it's almost impossible to get a really good surface preparation done. The wood is just too soft and full of curves and valleys and little cracks. So trying for a high gloss yacht finish is usually a waste of time. It can be done by using sanding sealer and many coats of primer, sanding between each coat ad nauseum. You might as well buy high quality plywood to begin with.

On the other hand, a beautifully built Whitehall demands a yacht finish. On good wood a high gloss paint job makes an enormous difference. Take a look at "Annie", the sandbagger at Mystic Seaport as an example. So what do you do with the fir "Shoe Box"? How about a "workboat" finish? Paint for workboats has three functions, as opposed to that for yachts, which has only one, to look good. Workboat paint has to protect the wood, be easy to apply and easy to maintain. It also has to be economical and look good.

Protecting the surface is the main job of all paints. If the finish

Thoughts on Boat Paint

is kept up they do the job. The traditional lead-based boat paint covered wood very well, it adhered securely, yet was flexible. Once a year a boat was scraped down to remove loose paint, and a new coat was applied. When the paint build-up got too thick, it was all scraped completely off and the process began over again. During the season a meticulous owner might touch up a bare spot here and there. Notice how easy this all is. It's work, but it's simple work. Compare this to two-part systems (Imron, etc.). Workboats didn't look like yachts, but they looked okay and the wood was protected. This workboat finish was always a sort of semi-gloss.

I think that semi-gloss is a much better choice for most boats than flat. Flat paint shows dirt and muss too well, the very roughness of its surface traps the dirt and scuff marks and it's very hard to keep the paint clean with an occasional scrubdown. On the other hand, flat paint is very easy to touch up.

3. What's Underneath the Paint? Follow the instructions on the can. If it says to use their brand of sealer and/or primer before you paint, do it. I don't think it matters much if you use a quality house paint or a good marine paint. I've used both and I've had better results with boat paint, but not that much better. Using the right system, though, makes a big difference. It's risky to mix paint systems. Usually with a plywood boat you would use a sealer on the wood, then a primer (if a dark color, black, dark green, etc.). The

same color paint in a flat can make a good primer. Finally you put on your finish coats. Remember though that a finish is only as good as the preparation allows. If there are bumps and nibbies and dust before you paint, they will show up in the finish. For the best finish, you should vacuum, tack and wipe with alcohol just before you paint.

4. About the Cost. Now if you want to pull the old skiff out from under the woodpile, hunt around the garage until you find some old ends of paint, throw them together and slap the mess onto your boat, okay. It's also okay to go to K-Mart and pick up anything that's on sale. It's your boat. But think about the work next year if you have to re-paint. Then you'll have to scrape the peeling mess off. And if you've just built the boat, think of the economics. Even the cheapest box will have cost a few hundred dollars in materials, and a quart of good paint is a small fraction of the overall cost.

5. Number of Coats. Except for varnish and perhaps gloss black, I don't think you need apply many coats of paint. The fewer the better in my view. If the boat looks good with one coat of finish paint, well and fine. As long as it's well primed, the paint should hold.

Safety. I used the old lead-based boat paints for years and I wish I hadn't. They were great paints but I now think their toxicity far outweighed their usefulness. Even non-lead paint has its hazards. It got to the point with me that I developed a sensitivity to paint fumes and had to use a respirator every time I painted. For someone building a boat in the garage, these hazards are far less menacing but are still present. Keep windows open and fans on. Read the cautions on the cans. It's your health.

Dan Marcus, Noank, CT.

(Dan Marcus spent several recent years employed on restoration work at Mystic Seaport Museum).

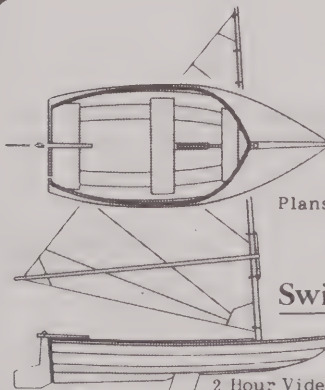
INTRODUCING


THE WORLD'S MOST COMPLEX MULTI-CHINE KIT BOAT. SHE CAN BE "STITCHED" TOGETHER IN 15 HRS. THAT'S EASY BEAUTY!



Ultra-Light 14', 95 lbs., 6 chine rowing skiff. Our new Wineglass Dory is the ultimate in computer-produced kit technology. For free brochure write:

**Pygmy Boat Co. • P.O. Box 1529
Port Townsend, WA 98368**





SHELL BOATS

Modern wooden boats

Plans & Construction Manuals for:

"Leif" 7' - \$30
 "Swiftly" 12' - \$45
 "Great Blue Heron" - \$80

Swiftly LENGTH: 12'0"
 WEIGHT: 105 Lbs.
 Kit: \$925
 Finished: \$1,850
 2 Hour Video: \$23 Catalogue: \$3

R.R. 2 Box 289-C St. Albans, VT 05478 (802) 524-9645

ON DISPLAY
INDOORS

LOTS OF
PRE-OWNED
SAILBOATS



COM PAC 16, 19, 23, 27
PRECISION 15, 18, 21, 23, 27
O'DAY DAYSAILER 3 - O'DAY 240
POINT JUDE 16 - SCOUT 11
SAILING CANOES & DINGHIES

FERNALD'S

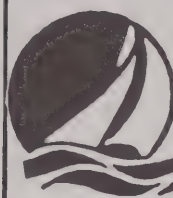
RT. 1A NEWBURY, MASS. 01961
(508) 465-0312

SMALL SAILBOAT SPECIALISTS

- Precision
- Summer
- PT Jude
- Amer Sail
- Phantom
- Nimble
- Com-Pac
- Florida Hens
- Sunfish/Zuma
- New/Used

THE SAILBOAT SHOP

Rt 31 North
Glen Gardner, NJ
08826
(201) 537-6300



ALDEN OCEAN SHELL
APPLEDORE POD
MAAS AERO, 24, DRAGONFLY
TRINKA 8 & 10 DINGHIES
SUNFISH & LASER
DIRIGO SEA KAYAKS
THULE RACKS
ROWING INSTRUCTION

55 SPICER AVE., NOANK, CT 06340
• (203) 536-6930 •

THE ROSS BANDMILL® PORTABLE SAWMILL

US PATENTS 4275632 4334669
CANADIAN PATENT 1159342
OTHER PATENTS PENDING



AN HONEST
SIMPLE RUGGED
RELIABLE VERSATILE
ONE MAN SAWMILL
SAWS ALL WOODS
Diameters 3 to 17 inches
Lengths 8 inches to infinity

THIS MACHINE IS PROVEN
PRICE COMPLETE WITH
20 FT TRACK \$4950

5 YR. WARRANTY

W.K. ROSS, INC.
640 Main St.,
W. Hampstead,
NH 03841 U.S.A.
603-329-6320

WE PIONEERED
THE PORTABLE
BANDSAW SAWMILL

PISCATAQUA WHERRY



14'x47" Hand Laid Fiberglass Hull
Solid Mahogany Gunwales & Seats
Two Rowing Stations
Well Balanced with Deep, Full
Length Keel
Amazing Stability with Sharp
Entry to the Seas
Traditional Wine Glass Transom

BAY of MAINE BOATS

P. O. BOX 631
KENNEBUNKPORT, ME 04046
(207) 967-4282

OVER 700 NAUTICAL VIDEOS
For sale and rent (one-week rental
time). For catalog contact Seven
Oceans Video, 23 Warner St., New-
port, RI 02840, (401) 846-0001.

Boat Design
Quarterly



NEW: Mike O'Brien's Boat Design Quarterly

Designs for paddle, oar, power, and sail -
including hull lines never before published
From the boards of Atkin, Benford, Bolger,
Chapelle, Gillmer, Stambaugh, Stephens, and
other leading designers

Subscriptions - \$24 (four issues)
BDQ, P.O. Box 98, Brooklin, ME 04616

(516) 727-9895

(516) 727-3060

PECONIC PADDLER

Canoes & Kayaks

AQUATERRA * NECKY * VALLEY CANOE
CURRENT DESIGNS * PERCEPTION
OLD TOWN * MAD RIVER * GRUMMAN * WENONAH

Paddle with us around Long Island's
1600 miles of shoreline!

89 Peconic Avenue, Riverhead, New York 11901

ANorAK

If you are into sea kayaking, you should be a member
of **ANorAK**. **ANorAK** is a loose network of paddlers
who enjoy sea kayaking, and who exchange tips,
information, ideas, and names in a bi-monthly
newsletter called ...**ANorAK**.

1 Yr. Subscription (6 issues) 2 Years (12 issues)
\$15.00 - U.S. \$25.00
\$17.00 - Canada \$29.00
\$23.00 - Foreign \$40.00

Subscriptions are for the calendar year. Regardless
of when during the year a subscription is entered,
you will receive all issue for that year.

ANorAK 34 East Queens Way, Hampton, VA 23669

Interested in traditional small boats?

JOIN TSCA!

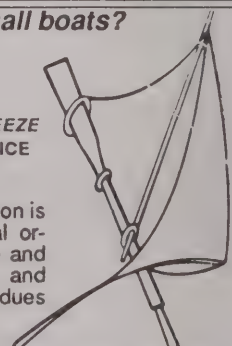
MEMBERSHIP INCLUDES:

- A SUBSCRIPTION TO *THE ASH BREEZE*
- MEMBERS' DISCOUNT BOOK SERVICE
- INSURED SMALL CRAFT EVENTS

The Traditional Small Craft Association is a
non-profit tax-exempt educational or-
ganization which seeks to preserve and
encourage the design, construction, and
use of traditional small craft. Annual dues
\$15 (Tax Deductible)

Write to:

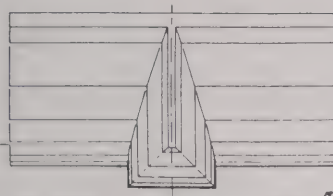
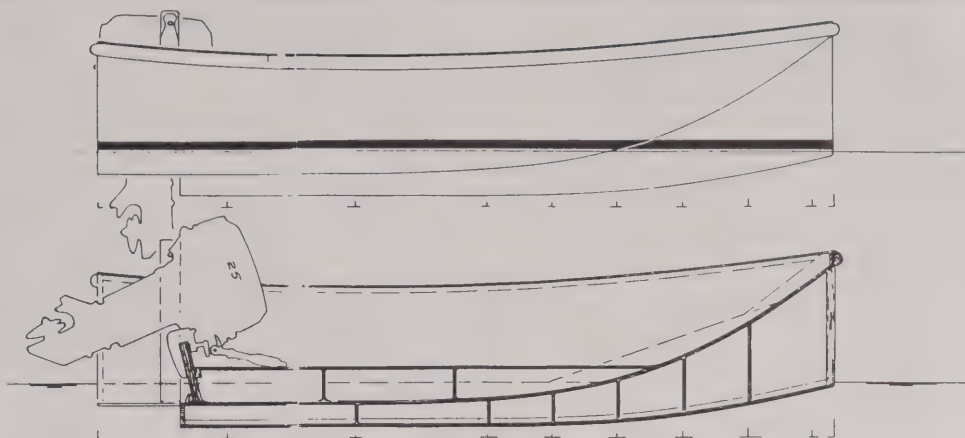
The Secretary
The Traditional Small Craft Association
P. O. Box 350, Mystic, CT 06355



Bolger on Design

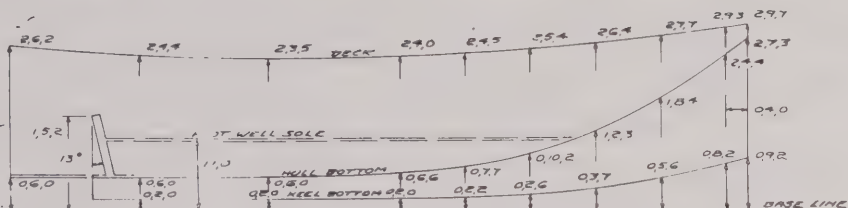
Power Yawlboat

#583 - 11'4" x 5'3"

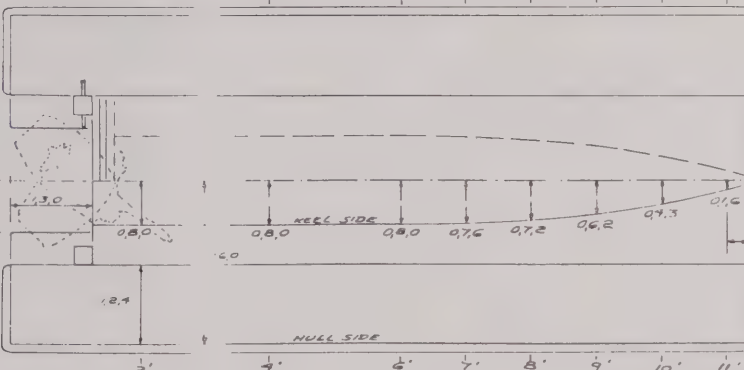
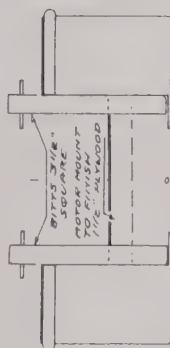


W.L. AT 1000 LBS.
DISPLACEMENT

BASE LINE



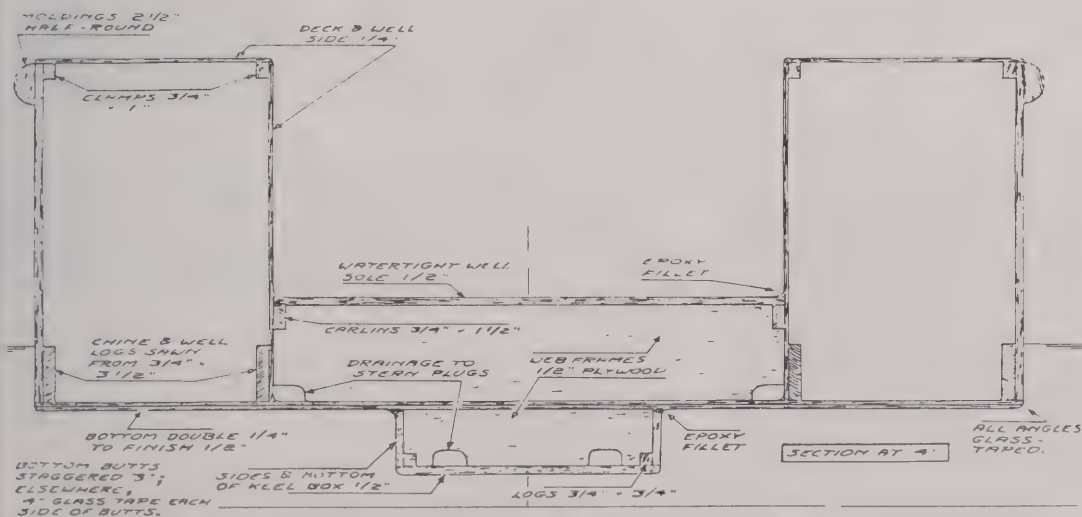
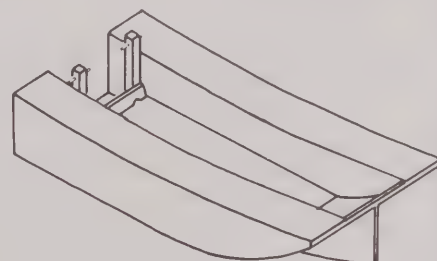
TRANSOM FROM ASTERN



OFFSETS IN
FEET, INCHES
AND EIGHTHS
TO OUTSIDE
OF PLANK.

The specification for this kicker boat for a charter schooner was: Not more than 12' long; to take a 25hp motor clear inboard of the stern of the boat; to transport four people; and to be quickly built by the crew of the schooner. The design is based on a very suc-

cessful smaller boat; judging from that, this one will full plane four men at quite high speed and keep them safe and pretty dry in a rough anchorage. It will run and tow straight and have a short turning circle. The bare hull complete ought to weigh about 400lbs.



WOOD-CANVAS CANOE RESTORATION

INSTRUCTION

CLASSES * MATERIALS * REPAIRS

Do you want to learn how to restore that family heirloom, or just see how it is done? I am offering instructions covering the full range of restoration problems from structural repairs to recanvassing. Call or write for details and my schedules.

I also sell canoe restoration materials including clear northern white cedar, canvas, canvas filler and hardware.

William Clements
Boat Builder

P.O. Box 87
18 Mt. Pleasant Street
No. Billerica, MA 01862
Telephone (508) 663-3103



Builders & Restorers

607-547-2658

Tom Krieg's Boat Shop

(At 6 Mile Point On West Lake Road)
PO BOX 1007
COOPERSTOWN, NY 13326

Woodenboat Restoration / Rigging

O'CONNELL'S

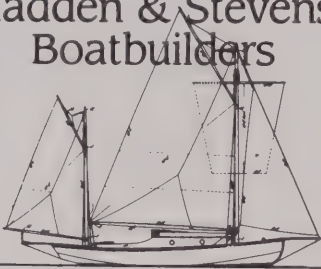


Melonseeds • Dorys
Whitehalls • Catboats

Built to Order

345 E. Grant St. • Lancaster, PA 17603
(717) 299-1663

Hadden & Stevens Boatbuilders



Specialists in Wooden Boat Construction & Repair

HCR 32, Box 301, Small Pt., ME 04567 (207) 389-1794/767-4143

NIMROD 12

The Amazing 15-Pound Canoe
Incredibly lightweight and durable

A Geodesic Airo-lite® design by Platt Monfort

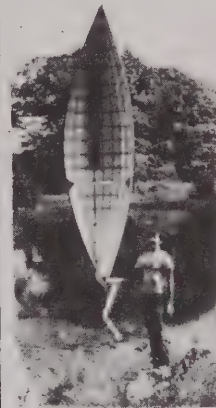
Complete Boat \$ 895.00

Complete Kit w/plans \$ 290.00

Shipping & Handling Extra

 **STIMSON MARINE, INC.**

RR1, Box 524, River Road
Boothbay, ME 04537
(207) 633-7252

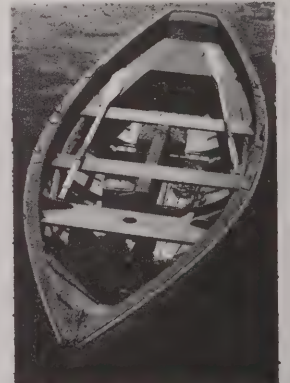


BLACK DUCK Boat Shop



CUSTOM WOODEN BOATS TO 20'
REPAIRING & BUILDING OF WOODBOATS
GLUED LAPSTRAKE, STRIP PLANK
SKIFFS, KAYAKS, CANOES

53 Blackberry Road, Danbury, CT 06811
(203) 797-8047

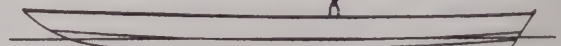


TRADITIONALLY BUILT SMALL CRAFT

SKIFFS, DORIES, YACHT TENDERS - SAIL, OAR, MOTOR

HONEST BOATS AT HONEST PRICES

ALSO "TORPEDO" PLYWOOD RECREATIONAL SHELL



STUDY PRINT \$3

PLANS \$25

CALL OR WRITE ABOUT YOUR NEXT WOODEN BOAT
ROB BARKER P.O. BOX 10, MONTAGUE, MA 01351 PH. (413) 367-2424

LAPSTRAKE CANOES



Wood Canoes & Boats
Built & Repaired

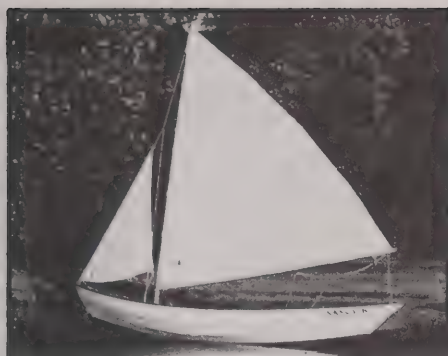
Fine wooden sporting boats from 20lb. solo canoes & decked sailing canoes to guide boats & small sailboats.

Lumber
&
Hardware

KEVIN MARTIN
Box 441 RFD #1
Epping, NH 03042
(603) 679-5153

Canvas
&
Filler

New life brought back to your old wood or wood & canvas canoes & boats.



17' SWAMPSCOTT DORY

NORTH RIVER BOATWORKS



6-C ELM STREET, ALBANY, NY 12202

518 434-4414

Info \$2.00

Wooden Boats for Sail, Oars or Power

Burt's Canoes

Traditional Wood/Canvas Canoes

BURT LIBBY
(207) 268-4802

Rt. 1, Box 1090
Litchfield, ME 04350

Woodstrip Watercraft



CANOES,
KAYAKS &
SMALL BOATS

Built in modern wood construction.
Also Accessories, Supplies, Resto-
ration & Repair, Custom Designs.

1818 SWAMP PIKE
GILBERTSVILLE, PA
19525

AL BRATTON
Builder
(215) 326-9282

CHRIS STICKNEY BOATBUILDER

- * Wooden Boat Restoration & Repair
- * New Construction
- * Shop Rate \$15/Hour

Box 146, St. George, ME 04857
(207) 372-8543



10'6"x3'10" LAPSTRAKE YACHT
TENDER
Designed Circa 1890
Cedar Planking on Oak Frames
Hackmatack Knees & Hard Pine
Thwarts
Copper & Bronze Fastenings
Two Rowing Stations
Weight 75 lbs. - Capacity 500 lbs.

SUTHERLAND BOAT & COACH, INC.

4th Generation Boat Builder
Builds & Restores:
wooden sail/row boats, motor
launches & "woodie" station wagons

2258 Rte.54A, Penn Yan, NY 14527
315-536-2258

Repair & Restoration

Of Wooden Boats
Custom Built Traditional Wooden Boats

HUMPHREY BOAT WORKS

45 AUCOOT RD. MATTAPOISETT, MA
(508) 758-6234

RAVEN'S WING WATERCRAFT

BUILD YOUR OWN PLYWOOD
GREENLAND STYLE SEA KAYAK.
PLANS, PATTERN, MANUAL, \$40.
KITS & FOATS AVAILABLE
RR 3 BOX 845, WISCASSETT, ME 04578
(207) 443-6677

10'6" ~ 20 lbs.

If the concept of a 10'6",
20 pound classic double paddle
cruising canoe appeals to you
as it did to Nessmuk back in
the 1800's, send for free info
and sample copy of my news-
letter.

Feather Canoes

3080 N. WASHINGTON BLVD.
SARASOTA, FL 34234
(813) 953-7660

The North Shore's finest alternative for
wood construction and restoration.
25 x 70' waterfront shop; carpentry and
mechanical; haul and store. WELLING
BOAT CO., 31 Green's Point Rd., Ips-
wich, MA 01938. 508-356-1123.



Box 29
Hanson, MA 02341
(617) 293-9044

BUILDERS OF ULTRA LITE WOODEN BOATS



Plans • Easy to Build Kits • Completed Boats & Accessories

AREY'S POND

Cape Cod's
Sailing
Headquarters

And Now
Wooden Boat
Center

Arey's Pond Catboats

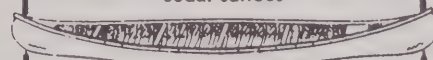
Built to Order 12' & 14'
Custom Quality Wood Boat Constr & Repair

New and used Sailboats, brokerage, 9' and
11' skiffs, Tohatsu outboards, Professional
service to O'Day boats. Fully stocked
store, fiberglass repair & outboard service.

Arey's Lane off Rte. 28, P.O. Box 22
South Orleans, MA 02662 508-255-0994

HARDKNOCKS CANOE SHOP

cedar canoes



construction • repairs • recanvassing

BIG LICK CUNYAN, HOPE, MAINE 04847 • 207-763-3074

CHARLES W. AKERS

BOAT BUILDING & REPAIR
WOOD • STEEL • FIBERGLASS

2816 AHERN DRIVE
ORLANDO, FL 32817

(407) 658-0622

WILL BUILD ON COMMISSION:

Sailing dories, daysailers or cruising
boats to 30' LOA, built to your
requirements. All of superior con-
struction in wood at reasonable price.
THE LANDING BOATSHOP, PO
Box 1490, Kennebunkport, ME 04046.
207-985-7976.

Own A Dory

Bank Dories, the workboat of the Gloucester
fisherman. Working craft at a working mans
price. From \$850.

Ernest W. Steller, Jr.
RR1, Box 251B
Canann, NH 03745
(603) 632-4783



Moondance

a car top, sleep-aboard
cruiser for two honest

The 5'2" beam (on 11'3" LOA) gives the room and stability for day sailing four comfortably, or sleeping two safely. And it doesn't seem to affect performance at all.

Finished boat--\$1800 Kit--\$900
Study plans--\$4 Plans--\$45

(Plans include super clear, illustrated instructions, and full sized patterns for easy stitch and glue construction.)

THOMSON SMALLBOATS
Box 670, Vestal N.Y. 13851

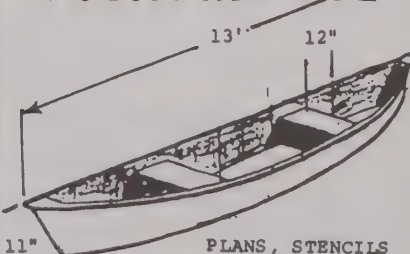


QUALITY DESIGNS IN
TAPED - BEAM PLYWOOD
BY TRACY O'BRIEN



CATALOG \$3 PPD
HEADWATER BOATS
156 BUNKER CREEK RD.
CHEHALIS, WA 98532

CAJUN PIROGUE



Lightweight, sturdy, maneuverable.
Excellent hunting, fishing boat.

Send SASE for info.

289 Lake St.
E. Weymouth, MA 02189
617-335-3643

Plans

GEODESIC
AIROLITE



Boat

Plans & Kits

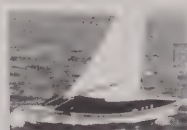
- Full size patterns
 - Instruction manual
 - Design portfolio
- send \$2.00

MONFORT ASSOCIATES
RFD 2 Box 416 • Wiscasset, Maine 04578

COMMON SENSE DESIGNS

YOU CAN BUILD A BETTER
BOAT THAN YOU CAN BUY!

Build Birdwatcher



BIRDWATCHER, the boat for those who have vowed to tread lightly on the earth. A family boat for the canoeist and kayaker. Join the revolution to

COMMON SENSE.

PLEASE SEND ME:

- ☐ Birdwatcher plans for (\$85)
☐ Study packet for Birdwatcher and 12 other COMMON SENSE DESIGNS, \$5.

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

COMMON SENSE DESIGNS

P.O. Box 91429, Portland, OR 97291

WEE PUNKIN

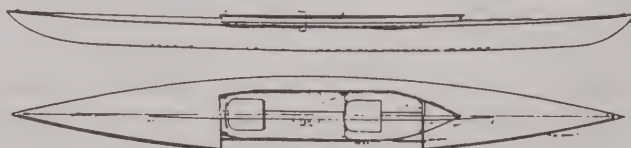


"Wee Punkin" has traditional good looks, is fun to build from inexpensive materials, and her performance will delight you. Innovative foam core deck and ample flotation make her extra safe and comfortable. She is ideal for children if they can get her away from dad. Truly a breakthrough in small boat design. Hit of the Port Townsend Wooden Boat Festival. No lofting. Plans with full size station patterns and detailed instructions \$36. SASE for more info.

GRAND MESA BOATWORKS
RT. 1 BOX 75 COLBRAN, CO 81624

Superlight Double Kayak Kits

You can build our one- or two-man round-bottom touring kayaks from easy-to-assemble kits or plans. They weigh from 27 to 52 pounds and feature state-of-the-art compounded plywood stitch-n-glue construction. Call or write for our brochure.



Pokomoke
LOA: 19'10"
Beam: 28"
Weight: 52 lbs.

Chesapeake Light Craft

34 S. Pershing Drive * Arlington, VA 22201 * (703) 271-8787

WESTON FARMER

BUILDING PLANS & ARTICLE REPRINTS

BUILD A WESTON FARMER CLASSIC DESIGN. 15 plans available for the amateur boatbuilder from 10' launch IRREDUCIBLE to famous 32' blue-water ketch TAHITIANA. Send \$2 for catalog defining specs, plans, contents, prices, etc.

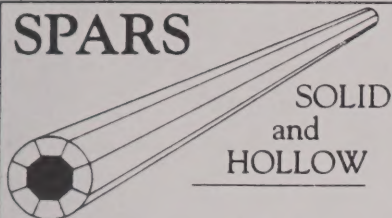
READ & ENJOY A WESTON FARMER BOAT STORY. We have 20 article reprints on small boat designs written through the years by E. Weston Farmer, N.A., considered by many to have been one of the outstanding marine writers of all time. Delightful reading for only \$1 per page. All articles include lines drawings, offsets, etc. that you can use. Send \$2 for catalog listing.

WESTON FARMER ASSOCIATES

18970 AZURE ROAD WAYZATA, MINNESOTA 55391

612-473 2360

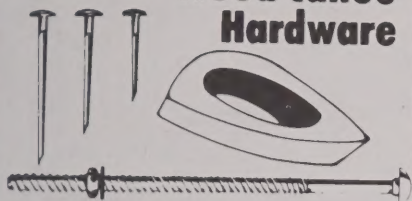
SPARS



SOLID
and
HOLLOW

D.P. Cooper Boat Building Inc.
RR1 Box 267
Hartland, Vermont 05048
(802) 436-2640

Wood Canoe Hardware



CANOE HARDWARE: 1/2", 11/16", 7/8" canoe tacks; 3/8" oval brass stem bands; clenching irons; 3/16" bronze carriage bolts; canoe plans; clear white cedar. Price list available. NORTHWOODS CANOE SHOP, RFD #3, Box 118-2A, Dover-Foxcroft, ME 04426.

CUT COPPER CLENCH NAILS

We have the old Atlas Co. machines. Pure hard drawn copper. Just the thing for lapstrake canoes, skiffs, dories. 3 diameters, 1/16", 3/32", 1/8". 10 sizes, 3/4"-1 1/4". Prices: \$7.50-\$10/lb. Send \$1 for sample packet. **STRAWBERRY BANKE, INC.**

P.O. BOX 300 MB PORTSMOUTH, NH 03801

Mast Hoops

Mast Hoop Fasteners • Sail Hanks • Parrel Beads • Wood Cleats • Wood Shell Blocks • Deadeyes • Belaying Pins • Bullseyes • Custom Bronze Hardware

Pert Lowell Co., Inc.
Lane's End
Newbury, MA 01950
(508) 462-7409

Custom wooden boats, mast hoops, authentic nautical furnishings

GAMBELL & HUNTER SAILMAKERS

Cotton and Dacron Sails
STANDING AND RUNNING RIGGING
(207) 236-3561

16 Limerock Street, Camden, Maine 04843

Materials & Supplies



Orr's Island Boat Works
AUTHORIZED DEALER
9-170 HP DIESELS

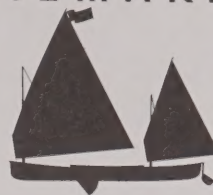
FULL PARTS INVENTORY
EXPERT TECHNICAL ASSISTANCE
Rt. 24, Box 731 Orr's Island, ME 04066
1-(800)-339-6777 • (207) 833-5852
(Maine Only)

VOLVO PENTA

Orr's Island Boat Works

9, 18, 28 and 43 HP Diesel Engines
Smaller Size, Less Weight
Complete Package Including Reverse Gear
Old Volvo Diesels Rebuilt
Rt. 24, Box 731 Orr's Island, ME 04066
1-(800) 339-6777 (207) 833-5852
Maine only

DOUGLAS FOWLER SAILMAKER



Small Craft Dacron & Cotton

Canoe Sails

Sunfish Sails
in stock \$145

1182 East Shore Drive
Ithaca, NY 14850
(607) 277-0041

ATLANTIC WHITE CEDAR

Flitches 4/4", 5/4", 6/4" thick to 16' long. Some other sizes available, all rough sawn. This is nice stuff. We can ship anywhere. Call or write for info.

J.D. ENGLAND CO.

HCR Box 337, Urbanna, VA 23175
(804) 758-2721

POLYESTER RESIN (With Catalyst)

Finest Quality-Always Fresh
5 Gal. Pail 1 Gal. 4 or more 20 or more 4 pails or more
\$70.00 ea. \$15.50 ea. \$14.50 ea. \$14.00 ea. \$67.50 ea.

FIBERGLASS - WIDE SELECTION BY THE YARD OR ROLL - FOR EXAMPLE:

Mat 1-1/2 oz. 38" \$2/yd • Rovings 24 oz 38": \$3/yd • Cloth 10 oz 38" \$4.05 /yd

SILICON BRONZE WOOD SCREWS — MANY SIZES FROM 3/4x8 AT \$4.80 TO 3x16 AT \$40.50. ALSO STAINLESS STEEL FASTENERS AND BRONZE RING NAILS

GLOUCESTER PAINTS — THE COMPLETE LINE AT 40% & 50% OFF LIST PRICE
SYSTEM THREE EPOXY RESINS

MERTON'S FIBERGLASS SUPPLY

P.O. Box 399 - East Longmeadow, MA 01028

Tel. (413) 736-0348 To Order Call Toll Free 1-800-333-0314

CALL OR WRITE FOR FREE PRICE LIST - WE SHIP U.P.S. ANYWHERE IN USA.



COD

THE SOURCE FOR:

WEST SYSTEM

AWLGRIP

EPIFANES
YACHT FINISHES

HARKEN

Schaefer

3M

Nicro Fico



OUTSIDE RI
800-343-9350
IN RI
401-846-8170

FAX 401-847-4215

We accept these credit cards



58 VAN ZANDT AVE.
NEWPORT, RI 02840

JT's
SHIP
CHANDLERY
Established 1907



Classified Marketplace

BOATS & STOVE. Sunfish, hull gd, sail fair, nds new rudder hdwre, \$90. 14' Monark aluminum jon boat, extra wide, w/oars & anchor, \$480. Origo single burner SS alcohol stove used once, \$50. MIKE LEINER, P.O. Box 687, Cedar Key, FL 32625, (904) 543-5307. (15)

18' FENWICK WILLIAMS CATBOAT, 1989, cedar on oak, Kermath marine engine, slps 2, Edson steering gear, cockpit and winter covers, sturdy cradle, dacron gaff rig sail, cushions, stove, porta-potti & extras. \$22,500. Hauling to you can be arranged.

WILLIAM RAY, Wadsworth, OH, (216) 335-9244. (15)

FOLDING CANOE & FOLDING KAYAK KITS. Construction uses hand tools. 6060-T6 aluminum tubing and heavy duty skins allow for expedition quality craft. Kayaks: Double \$400 US, Single \$365 US. Canoe: \$385 US.

ZEPHYR KITS, Box 4850M, Saint Laurent Station, Montreal, Quebec H4L 4Z5, Canada, (514) 620-3223. (15P)

MAINE LAKEFRONT CABIN, for sale or for rent, in Grand Lake Stream watershed. New all cedar camp, one bdrm and sleeping loft, shed, floating dock, beautiful site. \$59,900 or \$150/wk.

GRAYDON MC CORMICK, N. Andover, MA, (508) 685-4596. (15)

14' SEA STAR FIBERGLASS BOAT, 1989 25hp Mercury OB, galv trlr, full canvas, depth finder, all accessories. \$2,500. GRAYDON MC CORMICK, N. Andover, MA, (508) 685-4596. (15)

MAD RIVER "SLIPPER" SOLO CANOE, 14'7"x27". All around responsive solo canoe for beginner or expert. High performance, quick maneuverability & predictable stability. Exc cond. New replacement cost \$1,429, for sale \$850. DOUGLAS MAC LENNAN, York Beach, ME, (207) 363-6314. (15)

18' SWAMPSCOTT DORY, built at Lowell's Boat Shop. Comes w/3-1/2hp British Seagull, oars & oarlocks, thole pins, trlr, cover. \$3,000.

DON PIGEON, Merrimac, MA, (508) 346-8479. (15)

8' DINGHY, FG over ply, no leaks, \$250. DON PIGEON, Merrimac, MA, (508) 346-8479. (15)

25' OLD TOWN WAR CANOE, 1926, good condition, \$2,500 firm. GEORGE HASELTINE, 1240 Main St., Haverhill, MA 01830, (508) 372-3417. (15)

16' KENNEBEC CANOE, nds restoration, \$125.

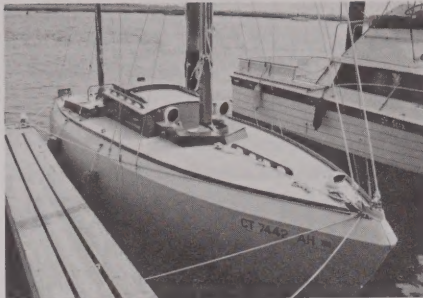
GEORGE HASELTINE, 1240 Main St., Haverhill, MA 01830, (508) 372-3417. (15)

WANTED. 17' Uffa Fox "Jolly Boat" design, reasonable & restorable.

FRED BROWNING, P.O. Box 398, Jamestown, NC 27282, (919) 454-3534. (15)

12' ILLUSION MINI-12, own your own 12 meter sailboat to mess around in. Full keel, spinnaker, roller reefing jib, 300 lbs lead in keel, flotation tanks, bilge pump. W/trlr, compl \$1,700

FRED BROWNING, P.O. Box 398, Jamestown, NC 27282, (919) 454-3534. (15).



21' LAURENT GILES YAWL, sister to John Guzzwell's "Trekka". Blt '87 by R.K. Wilmes. Dynel & epoxy over strip planked red cedar. Sitka spruce masts & booms. Honduras mahogany cabin sides, coamings & toe rails. Origo alcohol stove, VHF, Ritchie compass, 7 sails (some never used). Custom steel cradle. Exc cond. \$15,000.

DAVE BOBOC, 59 Newgate Rd., Oxford, CT 06478-1534, (203) 888-7348. (16)

16' DORY, sailing/rowing, double ended, blt in Norway in '82, shipped to Minnesota. Traditional sail rig, 4 oars, cover, trlr. Lk new cond, little used. I can help transport. \$2,500.

TIM STODDART, Minneapolis, MN, (612) 450-6698 home, (800) 328-4086 work. (16)

WILDERNESS CANOEING PRINTS & NOTE-CARDS, limited edition by Jerry Stelmok. Matted print size 13"x16". For information:

ISLAND FALLS CANOE, RFD #3 Box 76, Dover-Foxcroft, ME 04426.

19'4" BOSTON WHALER REVENGE, 85hp Johnson OB, 100 hrs. Galv tilt trlr, electric winch. Many extras, everything in grt shape. \$10,000 or BO.

TOM IACOBUCCI, Amesbury, MA, (508) 388-6708. (15)

10' WOODEN RUNABOUT, drop keel, compl w/sails, nds paint. \$450 or BO.

TOM IACOBUCCI, Amesbury, MA, (508) 388-6708. (15)

14' STEURY FIBERGLASS, grt shape. \$450 or BO.

TOM IACOBUCCI, Amesbury, MA, (508) 388-6708. (15)

TWO BOAT TRAILERS, for up to 14' boats, \$300 or BO ea. Will consider trade.

TOM IACOBUCCI, Amesbury, MA, (508) 388-6708. (15)

1970 GLASTRON Boat, FG, \$400.

TOM IACOBUCCI, Amesbury, MA, (508) 388-6708. (15)

OUTBOARD MOTORS. '72 Mercury 65hp, \$600. 75hp Evinrude, as is, \$100. '62 Evinrude 40hp, \$250. '58 Evinrude 35hp, \$250. '68 Evinrude 6hp, \$350 or BO. 65hp Mercury power head, \$300. Will consider trades.

TOM IACOBUCCI, Amesbury, MA, (508) 388-6708. (15)

SAN FRANCISCO PELICAN, professionally built on S.F. Bay in 1986. Comes w/trlr & many extras. Will deliver on east coast. \$1,595.

F.W. PALMER, 1700 Woodlawn Rd. #2, St. Augustine, FL 32095. (15)



1970 ALBERG 22 FG SLOOP, LOA 22', LWL 16', Beam 7', Draft 3'1", Ballast 1,200lbs, Displacement 3,200lbs. Main, jib, 135/150% genoa, cruising spinnaker. 7.5 Merc long shaft OB. Teak trim. Compass, ground tackle, berth cushions, porta-potti, anchor light, gas tank, fenders, tandem axle trlr w/ext. RICK PAULY, (616) 271-6087 eves, (616) 271-6000 days. (15)

USED ROWING BOATS. Seabright skiffs & Whitehalls, various conditions, \$350+. WATER SPORTS WORLD, INC., Avon-by-the-Sea, NJ, (908) 988-4992. (15)

23' COM PAC MK II SLOOP, 1985 (commissioned in 1986). Superbly crafted FG shoal draft pocket cruiser in Bristol cond. Slps 4, galley, sails w/cover, 8hp Evinrude Sailmaster w/alternator. Galv tandem axle trlr, compass, CQR anchor/rode, cockpit & winter covers, extras. Asking \$10,500, reasonable offers considered.

BOB GROESCHNER, Norwalk, CT, (203) 847-8726 (lv message). (15)

FLEET SALE. 18' Durnatec aluminum boat w/lg cuddy, tandem trlr, no motor, \$950. Suzuki Spirit 9.9hp, 20' shaft, abt 10 hrs total use, \$750 firm. Laser sailboat abt 6 yrs old, \$950 firm. Aquaterra Solo, fastest plastic sea kayak, boat only, \$750 firm. Howmar sailing dinghy compl, \$499. FRANK CLOUSE, Worcester, MA, (508) 798-6737. (15)

BOATING GEAR. Shipmate stove (propane), \$150. 75lb. & 60lb Herreshoff fisherman anchors, \$300/pr. Tohatsu 3.5 OB, \$100. Two new Surrette 6v batteries, deep cycle, still dry, \$50 ea. 45' solid Sitka spruce mast w/HD SS rigging, new sheave, \$500. 10 bronze circular opening ports w/screens, \$80 ea. Bronze parts from Casey cutter aux incl bow pulpit & bumkin. Merriman winches, all bronze, \$100 ea. BEN BISHOP, Storrs, CT, (203) 429-4542. (15)

1938 HERRESHOFF 12-1/2, hull #1498. Nds some work but sails as is. One of 360 originals. Asking \$3,500. BOB, New Jersey, (908) 506-6695. (15)



14' AMESBURY SKIFF, '91 FG dory w/6hp Evinrude, anchor, oars, new galv trlr. \$3,000.
JOHN FITTON, W. Dennis, MA, (508) 394-8336. (16)

BOATBUILDING ARTICLES. Copies of articles from old boatbuilding manuals. It is possible to build a boat from most of these articles. \$4 for list of hundreds. E.G. RAGSDALE, P.O. Box 48, Westlake, OR 97493, (503) 997-7818. (TF)

WANTED. Single or double Klepper folding kayak.
TIM STODDART, Minneapolis, MN, (612) 450-6698 home, (800) 328-4086 work. (16)

BOATING MAGAZINES, "Small Boat Journal" and "Wooden Boat", from earliest issues to present. Nearly complete set of each, very few gaps, some duplicates. Best offer.
HENRY SZOSTEK, Prides Crossing, MA, (508) 927-1834. (16)

SALE OR TRADE 24' medium to heavy displ. cutter, FG hull, beautiful wood interior, classic lines, equipped for cruising in safety & comfort. Asking \$7,000 or trade for shoal draft cruiser on trlr.
LARRY NUSSLEIN, Old Town, ME, (207) 827-8817. (16)

22' WHERRY, 1, 2 or 3 person pulling boat. Blt '90, 1/4" ply over oak. Vy fast & exciting. \$850.
JON ABORN, Buzzards Bay, MA, (508) 759-9786. (16)

MIZZEN SAIL, 26 sq ft for sailboat mizzen or powerboat steadying sail. Laces to mast, loose footed, top cond. By Jasper & Bailey. \$75.
DAVE BREDEMEIER, Rehobeth, MA, (508) 252-4613. (16)

"THE WAR TIME ADVENTURES OF AN ENGLISH SEA PUPPY" by Mike Badham. A 50 page illustrated booklet recounting the WWII experiences of a Royal Navy midshipman in North Atlantic & Mediterranean waters. Available from the author for \$8.95 incl p&h.
MIKE BADHAM, Bay Shore Rd., Bath, ME 04530. (TF)

WHISTLER RADAR, audible type for small boats, compl in exc shape. \$200.
DAVE BREDEMEIER, Rehobeth, MA, (508) 252-4613. (16)

TRADE 15' CATBOAT, "Minuteman" Cape Cod cat on trlr. Lk new w/too lengthy a list of specifics to run here. Want vintage powerboat (hull must be in gd. cond) and/or O'Day "Sprite" sailboats (bldg my own sailing school fleet). Interesting offers welcome. Inq for more info.
ARTHUR EICKENBERG, 435 Cedar Ln., Fayetteville, GA 30214. (16)

MERCURY 6HP OB, 1k new, vy low hrs, \$500.
CHARLES MENDEZ, Wantage, NJ, (201) 875-5661, wkdys 7-9p.m., wknds all day. (16)

VCP SELKIE SEA KAYAK, has skeg, pump & hatch cover. All red, a real nice kayak for \$1,195.
LEE HOUGHTON, Wallingford, VT, (802) 446-2833. (16)

SIMMONS SEA SKIFFS. Classics of the North Carolina coast. Outstandingly seaworthy and fast with low power; light, simple plywood lapstrake construction. Detailed plans and directions, no lofting.

SEA SKIFF 18: Featured in SBJ #51. 17'1"x5'7"x5" draft, 20-40hp. Plans \$30.



SEA SKIFF 20: The big offshore fisherman. 19'4"x7'6"x10" draft; 50-70hp. Plans \$45. Information on both \$1.
NEW HANOVER COUNTY MUSEUM FOUNDATION, 814 Market St., Wilmington, NC 28401, (919) 341-4350. (TFP)

"ADIRONDACK GOODBOAT" KITS. Build the "Adirondack Goodboat" yourself with our kit of constant camber hull panels and all the parts, with complete instructions. Minimum tools and space needed, no building jig required. Boat can be put together in one to three days and finished at your leisure, saving thousands. The "Adirondack Goodboat" is a rowing/sailing boat of 17'x43", 105 pounds. Send for info and prices.
MASON SMITH, ACB, Box 44, North Point Rd., Long Lake, NY 12847, (518) 624-6398. (TFP)

NAVIGATION INSTRUMENTS. Brand new Walker Taffrail Log (still in box) \$150. Merlin Celestial Navigation computer, 1k new, \$90.
TIM STODDART, Minneapolis, MN, (612) 450-6698 home, (800) 328-4086 work. (16)

WANTED. 14'-16' FG catboat.
NORM THERIAULT, Marblehead, MA, (617) 631-7547. (16)

SAILING CANOE, wood/canvas, nds work. \$250.
LEE HOUGHTON, Wallingford, VT, (802) 446-2833. (16)

AFFORDABLE WOODEN BOAT REPAIRS. If you're looking for someone skilled, yet affordable, to do professional repairs or restoration on your small wooden boat, call us. We've been building small boats since 1933.
RALPH JOHNSON, Pert Lowell Co. Inc, Lanes End, Newbury, MA 01951, (508) 462-7409. (TF)

CHIPMUNK CANOE OR STABLE SHELL KITS. Only two parts assemble to make this strong, light, handsome 17' canoe hull, for \$850. The parts, of course, are four-ply vacuum laminated constant camber half-hull panels with natural red cedar surfaces.
MASON SMITH, Adirondack Goodboat, Box 44, North Point Rd., Long Lake, NY 12847, (518) 624-6398.

ESCAPE NEW ENGLAND WINTER! Sail beautiful warm Florida Bay in our 25' and 34' leeboard sharpies. Nicely equipped bareboat charters. Fabulous waters, secluded cruising. Cottage also available.
KEY LARGO SHOAL WATER CRUISES, P.O. Box 1180, Key Largo, FL 33037, (305) 451-0083. (TFP)

ADIRONDACK GUIDEBOATS. The largest selection of guide boats and historically correct accessories available from one source. Ten models, paddles, oars, yokes, seats and hardware. Free information and video available.
INDIAN POINT GUIDEBOAT CO., 732 Midland Ave., Midland, PA 15059, (412) 643-5457. (TF)

CANOE LINES PLANS. Lines, offsets, mold patterns, for 12', 14-1/2', 16' and 18-1/2' canoes drawn for traditional beauty and versatility. Sized for either strip-built or wood/canvas construction.
FRANKLIN CEDAR CANOES, Box 175, Franklin, ME 04634, (207) 565-2282. (TFP)

THREE SAILS for messing about, all dacron: 2 mains, 35-1/2' luff x 15-1/2' foot, \$50 & \$125. Working jib, 25' luff x 15-1/2' foot, \$75.
KIRT GRIFFIN, Guilford, CT, (203) 453-2793. (16)

SAIL THE VIRGINS. Beautiful, fast, sea-kindly, reasonable, Gallant 53' ketch "Zulu Warrior". Chartering in the Virgins 17 years.
MARTA WILMERDING MACFARLAND, 12 Statesman Terr., Marshfield, MA 02050, (617) 837-6505. (TFP)

BUILDING MOLDS. Constant Camber mold for John Marples designed 23' Cyclone trimaran, exc cond, \$800 or BO. 24' McIntosh cutter & 27' Joel White Friendship sloop, make offer.
WOODEN BOAT SCHOOL, P.O. Box 78, Brooklin, ME 04616, (207) 359-4651. (16)

"WINDWARD" NEEDS CREW. Bolger designed three-masted sharpie schooner sailing out of Galesville, MD, on the Chesapeake, nds crew persons to sail & maintain her. Solid boat, active schedule.
POTOMAC MARITIME HISTORICAL SOCIETY, P.O. Box 20449, Alexandria, VA 22320, (703) 642-1466. (16)

17' DIRIGO KAYAK, 2 yrs old, exc cond. Yellow deck, spray skirt, cockpit cover, Windspeed Designs spinnaker sail. \$1,800.
FORREST DILLON, W. Tremont, ME, (207) 244-5087. (16)

SAWYER SUMMERSONG SOLO CANOE. Black w/black anodized trim. Adj. seat, mint cond, \$550. One mile off I75, pick it up on your way to FL.
ED FEINBERG, Chattanooga, TN, (615) 624-7420. (16)

BOOK WANTED. "Modern Wooden Yacht Construction" by John Guzzwell.
LEE HOUGHTON, Wallingford, VT, (802) 446-2833. (16)

KEY LARGO COTTAGE, studio type, sunny, warm, enjoy waterfront, tropical foliage, hot tub. Rent includes 16' daysailer and windsurfer. \$395 per week.
KEY LARGO SHOAL WATER CRUISES, P.O. Box 1180, Key Largo, FL 33037, (305) 451-0083. (TFP)

12' PORT-A-BOTE, w/sail rig.
DONALD DUQUET, Solomons, MD, (410) 326-4202, 7a.m.-3:30p.m. (16)

BRASS TACKS, flat head canoe style 1-1/8" long. 6 lbs @ \$12/lb. Shipping extra. Used on lapstrakes, etc.
ALBERT KLEINBERG, Waldoboro, ME, (207) 832-5017. (16)

HOUSEBOAT. Interested in plans, kits or actual trailerable cruising houseboat, probably 20-25'. Could be pontoon boat.
PAT NAGLE, 2916 S. Quince, Olympia, WA 98501, (206) 357-8283. (16)

16' CANOE, MAD RIVER "EXPLORER", red Royale hull, bright finish hardwood gunwales, thwart, caned seats. W/ pair of Carlisle aluminum/plastic paddles & front & rear flotation bags. In exc cond. \$500.
BOB HICKS, Wenham, MA, (508) 774-0906.
14'9" FINN CLASS DINGHY, ca. 1968, 2 dacron sails, #3 & #16. Functional if not pretty. Take it away for \$300.
KIRT GRIFFIN, Guilford, CT, (203) 453-2793. (16)



messing about in **BOATS**

29 BURLEY ST., WENHAM, MA 01984 (508) 774-0906

BULK RATE
U.S. POSTAGE PAID
WENHAM, MA. 01984
PERMIT NO. 53

ADDRESS CORRECTION
REQUESTED

LEARN THE ESKIMO ROLL

with the Rhode Island Canoe Association

Starts January 19 in Providence, RI

For information call
Bill, (508)336-8797

KAYAK AND



OPEN CANOE

5 weeks

CALL TODAY

Pool space is limited

TO

FEABODY MUSEUM LIBRARY
EAST INDIA SQUARE
SALEM, MA 01970

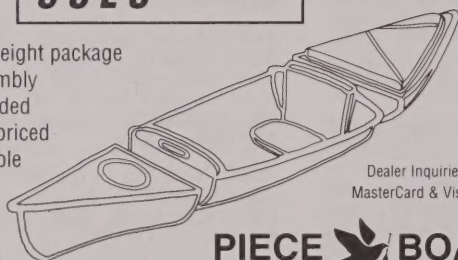
IX-15

FOLDING

SOLO

KAYAK

- Single lightweight package
- Instant assembly
- No tools needed
- Reasonably priced
- Safe and stable
- Rugged hand-laid fiberglass construction



Dealer Inquiries Invited
MasterCard & Visa Accepted

PIECE BOAT®

Watercraft Inc.
Eldridge Yard, 71 Marsh Road,
Noank, CT 06340
(203) 572-7414

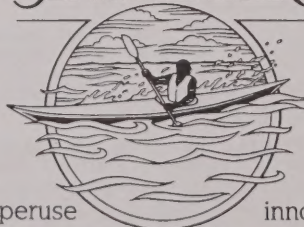
OPTIONS INCLUDE:

- Spray skirt
- Custom designed paddles
- Wheels for easy transport
- Carrying bag/backpack

SPRINGFIELD FAN CENTERBOARD COMPANY
20 TREETOP AVE. SPFLD. MA. 01118
FOLDING CENTERBOARDS - DROP RUDDERS
SMALL BLOCKS SAILING HARDWARE
413 793 5599 EVENINGS

Subscribe to

SEA KAYAKER



the magazine

...and peruse innovative equipment,
journeys worldwide, skill development and training,
a complete classified section of lodging, equipment,
outfitters and schools, safety updates.

Call or write for more details!

Visa and Mastercard accepted with telephone orders.

NEW SUBSCRIPTION LINE!

206-789-6413 or Fax 206-789-6392

6327 Seaview Ave. N.W., Seattle, WA 98107

The Amazing PADDLE PAL

(Patent Pending)

Increases Paddling Endurance

Especially Recommended for Disabled Paddlers

Substantially reduces arm and shoulder
fatigue on short or long flatwater trips

Permits bracing and feathering

Single or Double Models, for
kayaks with or without mast
holes.

Write for Information and Prices:

Peter Gregg

Box 141, Heriot Bay, B.C., Canada V0P 1H0

